

Feb 18 1868

1/2

SIX DOLLARS PER ANNUM;
SINGLE NUMBERS 1s.

18, 1868.

The Globe

WHOLE NO. 5581

of the referee in this case right, the appeal should be dismissed with notice to Cockrane of anything the transaction between this life and Pinnock is shown. The man can be charged against him in this case of the deed from her son to her or through which Mr. and Mrs. Cockrane, was calculated to excite or called for inquiry. Mr. Hurd, for the petitioner, thought inquiry being deed necessary and one Green by Cockrane to Mrs. Johnson to ask for in her possession relating to Lot 12, and one, the deed to her under which all parties claim, saying to Green's evidence, that she other deed. This Green communi- cation, and upon the receipt information Mr. Hurd passed the money was advanced, and the in question taken and registered. that there was something very in the instructions given by Cock- crane, and in the manner in which proached Mrs. Johnson on the sub- ject, especially so on the evi- dence. But, in answer to the question it may be said, what pos- sible could Cockrane have in advancing upon a shaky or suspected title? In 1858, when the advances was made, as we all know, was in great and very high rates of interest paid to the petitioner could have had difficulty in procuring a safe in- surance, his solicitor, after examination and inquiry, learning the result of Green's inter- view with Mrs. Johnson, passed the title-pretended that there was any under- standing between Petitioner and Pinnock former should take a deed for the 12 defeating any equity Mrs. John- son to assert Pinnock in any way in- sisting his title against her, or that ever heard or knew that Mrs. John- son disavowed with, or intended to re- vocation made by her to Mrs. Pin- nock is not even shown that Cockrane that Pinnock had left in Mrs. Cock- crane the missing deed, and name ascertained, as he had through out it was not in Mrs. Johnson's and that Pinnock had it not; it was Mr. Hurd, his solicitor, as a mis- evidence of which was to be found in the Office. Pinnock was in pos- session of the land acting as owner, the only that at all raises a suspicion that doubted the validity of the title- ren was not instructed to ask for a deed. He swears he asked for relating to Lot No. 11, and that after searching in a box pro- ceed to her husband, saying that the only deed she had relating to that she had no other deed re- lating to her own possession, or that of her son. She did not ob- ject to the evidence Johnson, was present at the time. Johnson says he looked for and Green the deed, which the latter and this by his mother's instruc- tions may be true. His account of the deed is somewhat from Green's: I must give full credence to the in the letter written at the time by Green, who is and was in- terested in the matter between her, and in no way connected with her. His statement made at the time he swears that as made then it is the truth - is more reliable than any of a witness nine years after the deed occurred. I think, then, that Green's finding a registered title in Mrs. Pinnock, and finding her and in possession under it, and un- der it from them or from Mr. John- son so appearing on the registry.

NARROW-GAUGE RAILWAYS.

The following letter has been sent to us for publication. It is intended to correct mis- taken impressions created by some of the ad- vocates of the Narrow-Gauge Railways, and is worthy of careful attention :-

To the Presidents and Directors of the To- ronto, Grey and Bruce and Toronto and Nipissing Railway Companies, -

GENTLEMEN, -

Having now had the opportunity of con- sulting together, we beg to lay before you as briefly as possible certain important facts, bearing upon the construction and working of the proposed Railways, and which we think will tend to remove some erroneous impressions which, in the absence of com- plete information, have been entertained even by those connected with the companies as to the capability for traffic and general efficiency of railways of the gauge proposed.

In recommending, as we do, the adoption of the narrow-gauge, and the light system as carried out in Norway, India, Australia, Chili, and elsewhere, the great object we desire to attain is the combination of economy of construction, with economy of main- tenance and working, to avoid on the one hand the heavy capital expenditure, which is often rendered railway enterprises exorbi- tant, and on the other hand, the inferior construction whereby the cost of main- tenance and working has in numerous in- stances been immensely increased.

In order to effect this, it is intended that the works on these railways shall be in sta- bility fully equal to the best railways in the Dominion. The greatest care will be taken whilst making use, as far as possible, of Canadian productions and manufactures, to procure materials of the best quality so as to avoid the variation and loss which have so often resulted from the failure of rails and rolling stock; but at the same time to provide only for speeds of from 20 to 25 miles per hour as a maximum. These are in fact as high speeds as are generally attained upon any railways in the Dominion. Yet this limitation, coupled with the rule that no wheel under either locomotive or car shall have a greater load upon it than three tons, will enable the companies to construct the works efficiently upon the narrow gauge system.

Within reasonable limits a narrow gauge will be, in every respect, as efficient for moderate rates of speed, as a broad gauge for higher speed.

It is proposed to construct and equip these railways, so that they may be able at once to carry a traffic, at least as large in proportion to their length, as that now carried by the Northern Railway, whilst by adding to the Rolling Stock their capacity can at any time be increased two or even three- fold.

The passenger cars would be as wide and commodious as those on the New York Central Railway.

The freight and lumber cars would be 8 feet wide, and of the same length as those on other lines in the Dominion.

The Rolling Stock generally will be much reduced in weight, and the centre of gravity lowered by the use of smaller wheels, thus enabling cars of the width of 8 feet to be advantageously adopted. - There are many passenger cars in England on the 4 feet 8 1/2 gauge which are 9 feet wide.

The locomotives will probably weigh about 22 tons on 8 wheels, but should the traffic hereafter require it, locomotives of greater weight and power can be supplied, by in- creasing the number of wheels, thus

WESTERN INSURANCE COM- PANY OF ENGLAND.

As several communications have been re- ceived by us in reference to the position of the above Company, and much uneasiness appears to prevail throughout the country on the subject, we submit two letters received from Mr. De Grand, one of the Canadian agents now in England, by his partner, Mr. South, of this city.

WESTERN INSURANCE COMPANY (LIMITED).

TORONTO, Feb. 17, 1868.

To the Policy Holders, Claimants, and Agents of the above Company :-

GENTLEMEN,

The following are copies of letters to hand to-day from our Mr. De Grand, who is at present in London, watching your interests:

LONDON, Jan. 31, 1868.

I called to day on Mr. Row (late Secretary, and now one of the Liquidators of the com- pany) and will give you the gist of our con- versation.

The Bills of Exchange were not paid, you having drawn on him as Secretary - the articles of incorporation expressly forbidding this. I asked him how they now should be drawn; he could not tell me. He thinks all claims will be paid in full. That is those now in, and unless very heavy unexpected claims in future arise, they all will be. In a conversation of scarcely half an hour I obtained the following information. He was very busy, but has made an appointment for one o'clock to-morrow, and the Liquidators meet on Monday, when he wishes me to meet them.

The Company thought it best to commence paying to-day, waiting to collect more, and have declared a dividend of 6:51 in the £ on all claims admitted.

One third of the whole of their risks expired at Christmas, one third of the re- mainder will expire on Lady day (25th March). £4 10s calls have been paid.

The following are the words he used when I put the question, is the company good for all liabilities? He kindly dictated to me as I told him I wished to make no mistake.

The Liquidators cannot express at present an opinion as to the ultimate result of the liquidation, in consequence of the large amount of outstanding risks; but applica- tion has been made to the Court of Chancery for sanction to re-insure the risks, and if this can be done for a moderate sum, the probability is everybody will be paid in full.

He told me he expected it was possible he may know the result on Monday, but of this he was not sure, as the Court of Chancery was very slow.

I met Mr. Row at 1 o'clock to-morrow, and if possible to catch the mail to-morrow, will write you further. I was determined not to let his mail slip, without giving you all I could find out. I will keep you advised every mail. Mr. Row is very anxious to re- insure in good companies; he has made an arrangement with the Alliance here for Eng- lish business, if the Court of Chancery agree to it (as he says), but asked my opinion about Canada. I told him 10-12 he of 3:30s. Now one observation Mr. R. made I did not like; when asking him as to the power of the company to pay losses, he said that many of the stockholders were found not to be good, and that others were trying to effect a compromise. Now I have given you all I have yet learned, from which I deduce that in case of loss all will be paid pro rata when dividends are declared, and that all claims that are in, and have been admitted, will at once receive 6s 51 in the £. We have to arrange with the Liquidators, when we meet on Monday, some way by which the Canadian claims can be paid.

LONDON, Feb. 1, 1868.

Individual referred to, one of the oldest dis- cuses of Toronto from the year 1833, when I entered the office of the Attorney General as his chief managing clerk up to the time of my retirement from active professional life about three years ago to my country residence near the city.

There are few persons in Toronto unfamiliar with my name; none, I believe, that can with truth speak of me in either than terms of respect. The point at issue is my resignation of the office of Law Clerk to the House of As- sembly. That resignation took place under circumstances I will briefly state. I was re- commended by some very kind and sincere friends at the Ottawa seat of government. Years of intimacy had satisfied them of my competen- cy for the office. The Attorney General, the Hon. John Sandfield MacDonald, must have thought so too, or he surely would not have placed me in so responsible an office. My name must have been familiar to him as well as others, as the author of a law book, the value of which to the country has been attest- ed by its fifth edition. I am the author of other law works. My vocation through a long life has been law and the practice of it. Upon my appointment, nothing was settled between me and the Attorney General as to salary. It was, upon his suggestions, left an open question. I acquiesced, believing that I was placing myself in the hands of a man of honour. There was no "bargain struck" as untruly stated in a late number of the *Leader* - this I do most solemnly affirm, in contradiction to that most untruthful state- ment. I told the Attorney General I was quite content to leave the matter in his hands. I did so, not doubting that when the Estimates came down to the House, I should have no reason to complain. Well, Sir, I went to work, and I will here tell you the kind of work I had to do. I had to read over every Bill, public as well as private, before it was printed. Having mastered the contents by reading every clause, line by line, I had then to add brevitas or marginal notes to each Bill - a most requiring both profes- sional skill, ability, and time - to see that the necessities to Acts were correct, that there were no incongruities, or objectionable matter, nothing clashing with other enact- ments. OVER ONE HUNDRED OF THESE Bills passed through my hands this session, and if my duties had here closed, it was work enough. I say, for any one hand to master. But, Sir, I found that I had a great deal more than this to do. I had to read and correct the printers' proofs of all these Bills - sometimes twice over from inaccurate printing. My duties did not end here. I had to draft Bills and amendments of Bills for members asking my assistance. I did so most cheerfully, and had the gratification of being thanked by them. I here appeal with confidence to those members of the House to whom my aid was extended, for the readiness with which I complied with their requests, without fee or reward for this extra trouble - a duty which, I contend, should have devolved on the Attorney General, re- ceiving so large a salary as he does, with well paid official clerks. To save the expense of a Librarian (concomitant being the order of the day) I was called upon to take charge of the library. I did so; found it in a chaos of confusion - reduced it to something like order - but found it lacking a class of books essen- tially necessary for a Parliamentary Library. There were statutes, at large, in abundance from the BRITISH side of the line, but not a single volume of Canada statutes. As to these, the members would have been entirely destitute, if I had not supplied them from my own private stock. This I most readily did. A few stray copies were, however, I should mention, placed on the shelves by our economical Government shortly before I left. The charge of the Library, the reading and handing books to the mem- bers occupied no small portion of my time. In a word I was doing - 1st. The Law Clerk's work, 2nd. The printer's work; for his proof-sheets to have come to me on a clean sheet, and not for correction. 3. The work of the Attorney General. 4. The work of

...to the...
...was present at the time...
...saw the deed, which the latter...
...this by his mother's instruction...
...may be true. His account of...
...wishes somewhat from Green's...
...must give full credence to the...
...the letter written at the time...
...by Green, who is and was per...
...in the matter between...
...and in no way connected with...
...his statement made at the...
...swears that as made then it...
...is a more reliable than...
...at a distance nine years after the...
...occurred. I think, then, that...
...as finding a registered title in...
...Pinnock, and finding her and...
...in possession under it, and un...
...from them or from Mr. John...
...so appearing on the registry...
...ag heard anything calculated to...
...go as to Pinnock and wife's...
...be disturbed in his registered...
...which, as I understand the...
...his Court, not merely suspicious...
...destructive notice, or any notice...
...notice, shall not avail.

The Mount Forest Examiner Bayley, of the township of...
...of weeks ago presented her...
...a title of five daughters, all of...
...doing as well as could be...
...The fortunate Mr. B. should...
...be excited, as this, we are in...
...first addition which has been...
...family for six years.

DEATH.—The Lindsay Post says: A Fox, an old and respected...
...died suddenly last week under...
...circumstances: The roof of his...
...taken fire, the son ascended to...
...while he handed up the water...
...after reaching up a few buckets...
...the house, saying he could do no...
...was found dead a little after, from...
...and excitement it is supposed.

LAY SECOND FIDDLE.—The Corn...
...in reference to a rumour...
...the Picton Times that Mr. John...
...McDonald was on the eve of enter...
...Dominion Cabinet, says "there...
...lightest cause for fear on the part...
...temporary that the Premier of...
...I accept a seat in the present...
...Should Mr. McDonald enter...
...found it will undoubtedly be as...
...a new firm."

EXHIBITION.—The Quebec Mercury...
...P. Vallin, shipbuilder, of Quebec...
...that he has been appointed dele...
...gation in Canada for the Mari...
...tion at Havre, and notifying ship...
...others who may wish to forward...
...articles pertaining to ship man...
...make application to him for the...
...blank forms and general informa...
...may require.

OF THE BANKS.—In London, Ont.,...
...are willing to advance \$90 in bills...
...100 deposited for exportation, and...
...to be done up in \$100 pack...
...the name of the party depositing...
...large, English shillings to be kept...
...are at a greater discount in New...
...American currency. On small...
...loss will be greater than on the...
...present rate of discount in New...
...about the same as here.

SCALDED TO DEATH.—The Watly...
...says that a five-month-old boy, four...
...of Mr. Samuel Daves, broken...
...choking, was accidentally scalded...
...night by overturning the grate...
...ding teapot on himself. The child...
...fasting at the table when he pulled...
...towards him. The little creature...
...lost medical skill, and died twenty...
...after the accident.

Small Freeholder learns from the...
...the Courrier that Mr. John Doran...
...a candidate for the...
...Dundas in the Legislature of On...
...repudiated the payment of his...
...account, due at the office of that...
...ground that it was for election...
...process. The Freeholder thereupon...
...Kennedy, of the Courrier, said Mr...
...was consulted on the ground...
...advantage of by the ex-candidate, that

to the Rolling Stock their capacity can...
...any time be increased two or even three...
...fold.

The passenger cars would be as wide and...
...and commodious as those on the New York Central...
...Railway.

The freight and lumber cars would be 8...
...feet wide, and of the same length as those on...
...other lines in the Dominion.

The Rolling Stock generally will be much...
...reduced in weight, and the number of...
...locomotives will be reduced by the use of smaller...
...wheels, these enabling cars of the width of 8 feet to be...
...advantageously adopted. There are many...
...passenger cars in England on the 4 feet 8 1/2...
...gauge which are 9 feet wide.

The locomotives will probably weigh about...
...22 tons on 3 wheels, but should the traffic...
...hereafter require it, locomotives of greater...
...weight and power can be applied, by in...
...creasing the number of wheels, thus...
...adhering to the rule already mentioned, that no...
...wheel shall have a greater load upon it...
...than three tons. We would specially call...
...attention to the fact, that weight for weight...
...the locomotives on the 3 foot 6 inch gauge...
...are as powerful as those on the broader...
...gauge.

Careful estimates have been prepared...
...showing that the average cost of these rail...
...ways will not exceed \$15,000 per mile, in...
...cluding stations and rolling stock, and also...
...showing that a broad gauge railway capable...
...of taking the rolling stock of the French lines...
...through the same country could not be con...
...structed for less than \$23,000 or an addition...
...of 50 per cent to the cost of the narrow...
...gauge.

A broad gauge line exactly similar to the...
...proposed narrow gauge line might be con...
...structed for \$30,000 a mile—or 33 per cent...
...more than the narrow gauge, but such a line...
...being incapable of taking the existing rolling...
...stock and locomotives, would not avoid the...
...transhipment of freight, and would have no...
...advantages over the narrow gauge.

As nine-tenths of the whole traffic carried...
...by the proposed railways will be sent...
...forward from Toronto by water, the...
...question of transhipment becomes in...
...this particular case of small moment. Arrangements...
...will however be made at the terminus whereby freight of all kinds...
...may be transferred from one car to another...
...without delay—and at a cost not exceeding...
...two cents per ton.

Should the traffic hereafter require it—a...
...double line of the narrow-gauge can be laid...
...down—including additional rolling stock—at...
...a cost not exceeding \$10,000—giving a total...
...cost of \$25,000—or little more than the cost...
...of a single line of broad-gauge—and such a...
...double line would far excel both in capacity...
...and safety of working a single line of broad...
...gauge.

The alternative therefore lies between broad...
...gauge lines costing \$23,000 a mile, and nar...
...row-gauge lines costing \$15,000—the capaci...
...ty for traffic at a speed not exceeding 20 to...
...25 miles being almost the same. The com...
...parative estimate of cost given above is...
...based upon passing through ordinary...
...country, and in those sections where the dif...
...ficulties are greater, the increase of cost, if...
...the broad-gauge were adopted, would be much...
...larger.

The total working expenses of a narrow...
...gauge line will be—judging from actual...
...experience—rather less than those of a...
...broad-gauge line, in proportion to the traffic. The...
...cost of haulage, fuel, &c., is about the...
...same on both gauges—while—owing to the...
...reduction of the weight upon the wheels, and...
...the consequent lessening of the blows upon...
...the rails—the cost of maintaining the perma...
...nent way is rather less on the narrow-gauge.

We are, gentlemen,

Your obedient servants,

CHARLES DOUGLAS FOX, M. I. O. E.

Of the firm of Sir Charles Fox & Sons,

London.

JOHN EDWARD BOYD, M. I. O. E.

Engineer to the Government of New Brun...
...swick.

all I could find out. I will...
...every mail. Mr. Row is very anxious to re...
...insure is good companies; he has made a good...
...arrangement with the Alliance Assurance Co. for En...
...lish business, if the Court of Directors...
...to it (so he says), but asked for...
...Canada. I told him 10-12 lbs of 3-8ths. Now...
...one observation Mr. R. made...
...when asking him as to the...
...company to pay losses, he said that many...
...of the stockholders were found not to be...
...good, and that others were trying to...
...compromise. Now I have given you...
...have yet learned, from which I...
...in case of loss all will be paid...
...dividends are declared, and that all claims...
...that are in, and have been admitted, will at...
...once receive 6s 8d in the £. We have to...
...arrange with the Liquidators, when we meet...
...on Monday, some way by which the Canadian...
...claims can be paid.

LONDON, Feb. 1, 1868.

I am now in Mr. Row's room, and can only...
...add to my letter of yesterday, that in any...
...event the claimants under policies will have...
...to be paid *pro rata* with other creditors by...
...dividend of such amount and at such dates...
...as the realization of the assets will permit. The...
...funds in hand will not allow of more...
...than 6s 8d in the £ upon claims proved here...
...at (London) on or before the 1st of January...
...last.

Policy holders in the "Western" who...
...after perusing the above, are still doubtful of...
...their recovery, and desire to change their...
...risks, can do so into the Provincial Insurance...
...Company of Canada, on very liberal terms, by...
...applying to the undersigned or any of...
...their agents throughout the country. Claim...
...ants should forthwith communicate with us...
...as we purpose forwarding through our own...
...Solicitor all claims certified, so as to expedite...
...the payment and avoid the necessity of...
...being referred back.

SCOTT & DEGRASSI,
Managers R. N. A.

Western Insurance Company (Limited).

In reference to the matter the following...
...communication has been also received from

Mr. Richard Snelling, barrister:—

THE WESTERN INSURANCE COMPANY OF LON...
...DON, ENGLAND (LIMITED).

(To the Editor of The Globe).

Sir,—It may be satisfactory to policy...
...holders of the above Company in Canada, to...
...have the assurances which are contained in a...
...letter which I, this day, received from...
...Messrs. Lewis, Munn, Hann, and Lupton...
...Solicitors, of No. 3, Old Jewry, London, Eng...
...land, who have charge of the winding up of...
...the above Company on behalf of the official...
...Liquidation, and at the request of the Cana...
...dian agents of the Company (Messrs. Scott...
...& DeGrassi), I have assented to its publica...
...tion.

"The form of the Liquidation is a volun...
...tary one, under supervision of the Court...
...and it will not be necessary to prove debts...
...except in cases where the claims are dis...
...puted by the Liquidators, of which they...
...will give due notice to claimants when they...
...have had an opportunity of considering...
...each claim."

"The title of this matter you will find at...
...foot, and persons desirous of sending in...
...their claims can do so, without going...
...through any particular form, and only (as we...
...state) in case debts are disputed, will it be...
...necessary to present any evidence on oath...
...by affidavit."

"There is no doubt that the creditors of...
...this Company will receive 20s in the £, and...
...the Liquidation is proceeding not only sa...
...fely, but with great expedition."

"The first dividend of 6s 8d in the £ has...
...already been declared by the Liquidators...
...payable on the 17th of this month (Febru...
...ary). There will be ample funds for every...
...body within a very reasonable time."

I am, Sir,

Your obedient servant,

RICHARD SNELLING.

"LEADER" Building.

King street east, Toronto,

17 February, 1868.

(the day) I was called upon to take charge of...
...the library. I did so; found it in a chaos of...
...confusion—reduced it to something like order...
...but found it lacking a class of books essen...
...tially necessary for a Parliamentary library. There...
...were statutes, at large, in abundance from...
...the OTHER side of the line, but not a...
...single volume of Canada statutes. As to...
...these, the members would have been entirely...
...childlike, if I had not supplied them from...
...my own private stock. This I most readily...
...did. A few stray copies were, however, I...
...should mention, placed on the shelves by...
...our economical Government shortly before I left. The charge of the library, the...
...financing and handling books to the mem...
...bers occupied no small portion of my time. In a word I was doing—1st. The Law Clerk's...
...work. 2nd. The printer's work; for his...
...proof ought to have come to me on a clean...
...sheet, and not for correction. 3. The work...
...of the Attorney-General. 4. The work of...
...Librarian.

Sir, the Housekeeper will tell you how...
...late at night he has found me at work at my...
...desk—and without any aid of extra clerks to...
...help me along, although other officers had...
...their extra clerks, I had none but a poor lad...
...of some sixteen years of age, with but one...
...arm, having lost the other one by an acci...
...dent, he was sent to aid me in the library...
...matter. This led I refer to with much...
...satisfaction, for the energy, the tact, the ability he...
...displayed; and I take this opportunity of...
...strongly commending him to the patronage of...
...the House. So my duties were heavy, but I...
...got through them well and cheerfully; and...
...at the end of the week, all arrears cleared off...
...I returned to my country home to recruit my...
...health—to breathe a purer atmosphere. The time...
...was approaching for bringing down the...
...estimates—the officers of the House to learn their...
...fate. The estimates came down. On the 11th I...
...found the name of the Attorney-General for a...
...salary of \$4,000; and two salaried clerks, one...
...for \$1,200 and the other \$400; total Attorney-General's...
...department, \$5,600. The Housekeeper, \$125. The Law...
...Clerk, \$400. Sergeant at Arms, \$400. I confess...
...myself to be a man of impulses. My indignation...
...urged me at once to throw up my commission. What?...
...to be paid \$400 per annum for being Law Clerk, Librarian, proof reader, and...
...what not beside. Impulsive temper often...
...goes to such things. The deepest wound to my feelings, as a gentleman, was to find, for all the work I had done and was doing, my name on the list for the lowest official salary—lower than that of the Housekeeper! What could the Attorney-General mean by this? Was it a meditated insult to drive me into resignation? Why should he wish to displace me? Was there any other coveting my office? Surely not, with such a mean salary. I felt perplexed. The estimates were to come on for discussion that evening (the 13th). There was no time to be lost. I wrote to the Attorney-General, reminding him of the arduous duties of my office, and the utter inadequacy of the salary proposed—hoping to make a sensible man see common sense. I got no reply. The following morn...
...ing I addressed a second letter to him, urging the necessity of an immediate decision—or I should resign. I got no answer, but a verbal message from him by Mr. Smith, that my resignation was accepted, and that he had been deputed to assume my place, having received my appointment from the Attorney-General. Into his hands I therefore resigned it, without one line, one word from him in explanation of his extraordinary conduct. I then addressed the following to the Speaker:—24 Feb. 1868. The Hon. J. G. Sheverson, Esq., M. P. P. Mr. Speaker: "In consequence of the inadequate salary attached to the office of Law Clerk, I have been under the necessity of tendering my resignation to the Attorney-General, which he has accepted, and I am now no longer an officer of the House. Permit me to add, that the salary of \$400 only per annum is an inadequate return for the fulfilment of the duties of the office. In question, that I had no alternative but degradation, or resignation. I have adopted the latter course as most congenial to my feelings as a gentleman. I have the honour to be, Sir, and to remain, my short-lived friend of office. That my duties were arduous and promptly discharged, I challenge the most rigid scrutiny. After all, why have these gentlemen set their faces against me? I cannot tell. The salary matter runs altogether with the Attorney-General, and it is not for me to discuss

before the meeting of the
It was given out that Dr.
a Unionist, would be the
candidate for the Speakership,
the support of the ministerial
Miss Botsford, of the County
land, was suggested by the
journals as better fitted for
Mr. Botsford was through-
out a Unionist, and was twice elect-
ed on the Smith-Hick-
Union struggle. His election
to the Speakership is a little remarkable,
as it may be taken as an indi-
cation of the Union struggle
out in New Brunswick, and
and anti-Union parties are out
re.

that the Government of New
will have a considerable sur-
plus in its expenditure for the
year. It begins to appear prob-
able that the Province has more money
than is absolutely re-
quired from the Dominion.
ly have been made considerably
small. Certainly, the special subsidies
at the London Conference
by experience to have been
excusable.

ANGLICANISM.

an Anglican Synod passed over
ly, and after it had issued its
It might have been hoped
there be no more heard of. There
is, however, more life in it
credit for. Its various com-
have reported, and though these
were only received, not adopted,
the meeting, they seem to
forth a plan of Colonial Church
union which may give rise to not
discussion. It is proposed to
a sort of hierarchy of Synods,
Provincial and Pan-Anglican,
not simply for the government
church but also for the maintenance
of unity in faith and discipline among
all branches of the Anglican Com-
munion. The Diocesan Synod consisting
of the Bishop and Clergy of the Diocese
representatives of the laity," is, of
course, to be the unit of the organiza-
tion. Hence to the constitution of this
while the number of laymen to be
elected is not specified, no clergymen
are allowed to sit in Synod except
those recognized by the Bishop
according to the rules of the Church in
the diocese, as being under his jurisdic-
tion. A vote is to be taken by order, when
needed, and the consent of all the
members is made necessary, according
to the plan, to the validity of any Synod
decision. In other words the Bishop
has an absolute vote.

Provincial Synods are to consist of
the Bishops of a Province, and represen-
tatives from the clergy and laity of each
diocese of the Province, to vote also by or-
der, and the concurrent consent of all in
any way is to be necessary. Then,
that would be, if the structure
completed according to the ideal, the
Anglican Synod as a permanent insti-
tute could not

THE BATTLE OF THE GAUGES.

TORONTO, February 18th, 1868.

Our attention has been called to a mis-
statement signed by Mr. F. Shanly upon the
subject of narrow-gauge railways, and, as it
is evident that that gentleman is under some
misapprehension with reference to the true
character of these railways, we would
submit the following in reply:

A large amount of practical information
has been collected with reference to these
railways and embodied in the pamphlets
which have been published, and this
information coming, as it does, from such
men as Mr. Carl Pihl, the Engineer-in-Chief
to the Norwegian Government; Major
Adelakoff, the Engineer-in-Chief to the
Swedish Government; Sir Macdonald
Stephenson, so largely concerned with Indian
railways; Mr. Fitzgibbon, Engineer-in-Chief
to the Government of Queensland; Mr. Edward
Woods, consulting Engineer to the Canadian
railways; and Sir Charles Fox & Sons, con-
sulting Engineers to the Queensland
Government, is in every case based entirely
upon actual and extensive experience in the
construction and working of these railways.

We certainly, therefore, are surprised that
that Mr. Shanly should have characterized
these opinions as "not based upon actual
experience," and can only account for it on
the supposition that he felt that, so far as
narrow-gauge railways were concerned, he
had nothing "based upon actual experience"
to oppose to them.

Mr. Shanly appears to think that narrow-
gauge railways have only been adopted
where sharp curves are necessary, the fact
being that both in Norway, India, and
Australia, they have been constructed for
considerable lengths through easy tracts of
country where sharp curves were not adopt-
ed, and where, nevertheless, the reduction
of the gauge effected a considerable saving.

At the same time, we do not admit that
the country on the Toronto, Gray and Bruce
Railway is, as stated, of such a character
"that no advantage is to be gained by resort-
ing to curves of radii not as easily travers-
ed on the wide as on the narrow gauge."
In fact, since our arrival in the country, we
have been enabled to effect a great reduction
in the quantities of earthwork, by the adop-
tion of sharp curves on a portion of the pro-
posed route.

We cannot at all agree with Mr. Shanly's
comparative estimate, which must be
based upon an insufficient knowledge
of the facts of the case. It will be
seen that Mr. Shanly gives the
cost of the rolling stock upon the narrow-
gauge, for an equal amount of traffic, as
greater than upon the broad-gauge. We shall
proceed hereafter to show that this is not borne
out by facts.

We have made independent estimates of
the cost of the two roads, based upon our
experience in other countries, and upon sur-
veys of the intended route, and the figures
are as follows:

COST PER MILE, 5 FEET 6 INCH GAUGE.	
Land and land damage, clearing and fencing.....	\$1,250 00
Superstructure, including allow- ance for sidings.....	8,800 00
Grading, masonry, bridging and culverts, road and farm cross- ings, &c.....	5,500 00
Buildings of all kinds.....	1,000 00
Rolling stock.....	3,000 00
Engineering management and con-	2,000 00

to reciprocate the kindness and mark their
appreciation of the efforts of the amateurs,
invited them to a sleighing party, which
took place at McBride's Hotel, Eglinton,
last night. The company, numbering about
forty couples, spent a happy evening in slog-
ging, daubing and similar amusements, return-
ing to the city about half-past 3 a.m.

ONTARIO GLEE CHOIR CONCERT.—The
Ontario Glee Choir will give its second grand
concert on Thursday (to-morrow) evening, at
the Music Hall, and if the sleighing and play-
ing be equal to the style of songsters, it will
be a good concert indeed. The programme
promises two grand orchestral works by the
17th band, solos, duets and choruses by
Mendelssohn and other first-rate composers,
including "Sir Henry Bishop's" fascinating
"Tymp Chorons," supposed to be sung by an
army on the march, with a prayer (supra-
cane) rising sweetly from the mass of sound,
floating in the air for awhile, then swallowed
up and re-echoed by the excited voices of the
choirs.

REUNION.—A very successful reunion took
place last night in the Parliament street
Primitive Methodist Church. The church
was crowded to excess and the proceedings
on the whole were of an interesting character.
The programme was rather too long, but
with this exception it was very good. Some
of the ladies and gentlemen deserve more
than a passing notice for the ability displayed.
Among them may be mentioned the Mes-
sieurs Hurst, the Messieurs Wilkinson and
James Hurst, the Messieurs Wilkinson and
Messrs. Thompson, Wightman, Patterson,
Martindale, Mutton and Kent. A part of
the Adelaide street choir, under the leader-
ship of Mr. Coates, added very materially to
the success of the meeting. The choir was
ably filled by the Rev. Jas. Elgar.

NOVA SCOTIA AND NEW BRUNSWICK FISHERMEN RE- LIEF FUND.

Amounts already acknowledged.....	\$3,635 92
Amount collected by.....	78 50
do do Jas. Headley	20 00
do do W. Smith & Co.	20 00
do do R. D. C.	20 00
do do W. B. McMur-	10 00
rich ac. Jessie Kitchum	10 00
Lodge.....	63 30
do do J. Boxall ac	5 00
do do Mr. Beardmore	5 00
do do Mr. Peter	862 15
do do Geo. Yarker..	
	\$4,620 58

Balance on hand \$2,120 57.

O J CAMPBELL,
Treasurer Nova Scotia Relief Fund.
Toronto, Feb. 18, 1868.

SPECIAL TELEGRAMS.

FIRE AT WHITBY.

WHITBY, ONT., Feb. 18.

At 10 o'clock last night, the Gleaner
Homestead, a fine brick building about two
miles from Whitby, occupied by Mrs. John
Dow and family, and also Mr. John Thomp-
son, was consumed by fire. Fortunately most
ly saved. Value of premises burned, about
\$6,000, on which there is insurance to the
amount of \$2,000.

INSANITY AND SUICIDE.

Pembroke, Feb. 18.

Yesterday afternoon, between four and
five o'clock, the insane woman Weaver, con-
fined in jail here for the murder of her five
children, hanged herself to the grate over
the cell door, and when discovered was
entirely lifeless. A few days since, one of
her former neighbours, a German, visited
her in the jail and told her she was going

to engagement to Mr. Ogilvy near the Green-
able situation of manager of the Green-
Arms Hotel. There was no doubt as to the
fact, and the jury, fairly enough, assessed
the damages at twelve hundred pounds,
which will secure to the young lady, unless
of a much less highly temperamental than Mr.
Bruce Ogilvy. To institute an action for
breach of promise it is necessary that the
defendant to the suit should have married
again. Mr. Ogilvy took this untimely step
and in April 1866 married Miss Sarah
Byrd, daughter of the late postmaster of
the Jewish synagogue in Birmingham. Here
is another romance of the pierage. One can
only hope that after these vicissitudes in his
early career, Mr. Bruce Ogilvy will sober
down into a steady young Scotchman.

A few days ago an old Irish member of
Parliament and landed proprietor, mentioned
a curious fact illustrative of the anomalies of
the Irish Church. He is himself a Roman
Catholic, and the proprietor of a parish
which is not inhabited by a single Roman
Catholic, and which contains no Episcopal place
of worship, yet he pays tithes to a clergyman
who lives in another parish, and who per-
forms no duties whatever for the good round
sum which he receives every year from the
Irish Roman Catholic parishes. These
anomalies have produced the very worst
effect between the members of the rival com-
munities.

I am very sorry to say that no clue has
yet been obtained to the whereabouts of the
missing clergyman—a brother of the lamented
African explorer, Captain Speke. His
venerable parents, who are the representa-
tives of an old Somersetshire family, are
plunged into the greatest grief. The reward
has been increased to five hundred pounds, and
fraternal pardon is offered to any accomplice not being
the actual perpetrator of violence. He was
last seen at a brother's in Pimlico, and the last
which he wore at the time has been picked
up in Birdcage walk—that long road extend-
ing from Buckingham palace to St. George's
street, Westminster, which runs parallel
with the Mall, and which, during the Geo-
gian era, was as favourite resort of duellists
as the river terrace of the Tuileries and the
forest of St. Cloud are now. The discovery
of Mr. Speke's hat is positively the only clu-
e of information concerning him which the
police have gained since his mysterious dis-
appearance.

This budget of unpleasant gossip
is relieved by the absolute refutation
of the story of Dr. Livingstone's murder
which was so cruelly invented by the
Johanna natives, to hide their own misde-
eds in deserting him. Mr. Young, who
commanded the expedition, is only a warrant
officer in the navy. If the Admiralty were
not bound hand foot by red tape of more than
ordinary strength, they would for once, in a
while, waive all foolish etiquette and give
Mr. Young the commendation which he has
earned. But unfortunately the age of mira-
cles is past.

Mr. Tennyson is to receive two thousand
guineas for writing twelve short poems for
Mr. Strahan, the publisher. The poems to be
paid at the rate of about half a guinea a
word. Such is the value of a reputation;
for some of our poor poets think that they
could write verses almost as good as those few
fame lines in *Once a Week* for which, it is
said, Mr. Tennyson was paid a cool hundred.
The public appreciate genius, although it is
rather odd that in a recent work by Profes-
sor Cleveland, of Ohio, Tupper is put in the
front rank of English authors.

Sir Edmund Head is dead. The event
was quite unexpected. You know what
his career has been here. As Governor of
the Hudson's Bay Company, he must have
felt a great deal of responsibility during the
last few years.

American Despatches.

ARRIVALS FROM EUROPE.

Boston, Feb. 18.—The steamship "Tri-
poli," from Liverpool, (Feb. 4) via Queen-
stown, (Feb. 6) has arrived.
Portland, Feb. 18.—The steamship
"Peruvian" has arrived.
HAYTI.

ne more heard of. There is, however, more life in it at credit for. Its various committees reported, and though these were only received, not adopted, at the meeting, they seem to form a plan of Colonial Church extension which may give rise to not discussion. It is proposed to a sort of hierarchy of Synods, "Provincial" and Pan-Anglican, not simply for the government of the church but also for the maintenance of faith and discipline among the various branches of the Anglican Communion. The Diocesan Synod consisting of the Bishop and Clergy of the Diocese, representatives of the laity, is, of course, to be the unit of the organization. Hence to the constitution of this while the number of laymen to be elected is not specified, no clergyman is allowed to sit in Synod except he is recognized by the Bishop according to the rules of the Church in process, as being under his jurisdiction.

Vote is to be taken by order, when needed, and the consent of all the members is made necessary, according to the plan, to the validity of any Synodical decision. In other words the Bishop is an absolute veto.

Provincial Synods are to consist of the Bishops of a Province, and representatives of the clergy and laity of each of the Provinces, to vote also by order, and the concurrent assent of all in no way is to be necessary. Then, that, would be, if the structure completed according to the ideal, the Anglican Synod as a permanent institution. This it is acknowledged, could not in present circumstances be formed, for an assembly would be competent to canons of binding authority, or to obligatory definitions of faith. In meantime, then, it is suggested that such a conference or congress should be held periodically, as that which met at Lambeth, with the additional element of lay representation, and the city so far of its proceedings.

A judicial system in co-operation with arrangement is of a corresponding character. It proposes to require from the clergyman "in all branches of the church, the government of which is determined by law," his signature, declaration that he will obey all the laws and regulations which have herebefore been made, or which may from time to time be made by the Diocesan and Provincial Synods, and forthwith sign his appointment when sentence of deprivation has been passed after due consideration by the tribunal appointed by the Synod of the Province and Diocese for the trial of a clergyman. Besides his proposed machinery, it is suggested that there should be constituted a permanent spiritual tribunal to which

Mr. Shanly appears to think that narrow-gauge railways have only been adopted where sharp curves are necessary, the fact being that both in Norway, India, and Australia, they have been constructed for considerable lengths through easy tracts of country where sharp curves were not adopted, and where, nevertheless, the reduction of the gauge effected a considerable saving.

At the same time, we do not admit that the country on the Toronto, Grey and Bruce Railway is, as stated, of such a character "that no advantage is to be gained by resorting to curves of radii not as easily traversed on the wide as on the narrow gauge." In fact, since our arrival in the country, we have been enabled to effect a great reduction in the quantities of earthwork, by the adoption of sharp curves on a portion of the proposed route.

We cannot at all agree with Mr. Shanly's comparative estimate, which must be based upon an insufficient knowledge of the facts of the case. It will be seen that Mr. Shanly gives the cost of the rolling stock upon the narrow-gauge, for an equal amount of traffic, as greater than upon the broad-gauge. We shall proceed hereafter to show that this is not borne out by facts.

We have made independent estimates of the cost of the two routes, based upon our experience in other countries, and upon surveys of the intended route, and the figures are as follows:

COST PER MILE, 5 FEET 6 INCH GAUGE.	
Land and land damage, clearing and fencing.....	\$1,250 00
Superstructure, including allowance for sidings.....	8,800 00
Grading, masonry, bridging and culverts, road and farm crossings, &c.....	5,500 00
Buildings of all kinds.....	1,000 00
Rolling stock.....	3,000 00
Engineering management and contingencies.....	3,000 00
	\$22,550 00

COST PER MILE, 3 FEET 6 INCH GAUGE.	
Land and land damage, clearing and fencing.....	\$1,150 00
Superstructure, including allowance for sidings.....	5,500 00
Grading, masonry, bridging and culverts, road and farm crossings, &c.....	3,300 00
Buildings.....	1,000 00
Rolling stock.....	2,000 00
Engineering management and contingencies.....	2,100 00
	\$15,050 00

Showing the cost of the narrow gauge to be \$16,050 00 per mile; and of the broad gauge, \$22,550 00 per mile, or an excess of 50 per cent over the cost of the other road.

In each case the rolling stock and stations are estimated for a traffic at least equal to that now carried by the Northern Railway.

Mr. Shanly goes into a long argument to prove the truth, that "the greater the load carried on a railway by one engine, the less the cost per ton." We cannot understand in what way this bears upon the question at issue. It appears to be based upon the misconception that the weight of the locomotive upon the narrow gauge is limited, competitive upon the narrow gauge is limited. The fact is, that heavy trains can be worked

BRUNSWICK FISHERMEN LIEF FUND.

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Amount collected by W D Matthews.....	75 80
do do Jas Headly.....	20 00
do do W Smith & Co.....	
do do Rev Dr Jennings.....	5 00
do do Miss Badenach.....	
do do W B McMurich.....	
do do Jesse Kitchum.....	10 00
do do J Borall.....	
do do John Ward.....	63 70
do do Mr Beardmore.....	5 00
do do Mr Peter.....	802 15
do do Geo Yarker.....	
	\$4,620 53

Balance on hand \$2,120 57.
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SPECIAL TELEGRAMS.

FIRE AT WHITBY.

WHITBY, ONT. Feb 18.
At 10 o'clock last night, the Queen's Homestead, a fine brick building, about two miles from Whitby, occupied by Mrs. John Dow and family, and also Mr. John Thompson, was consumed by fire. Furniture mostly saved. Value of premises burned, about \$6,000, on which there is insurance to the amount of \$2,000.

INSANITY AND SUICIDE.

PEMBROKE, Feb. 18.

Yesterday afternoon, between four and five o'clock, the insane woman Weaver, confined in gaol here for the murder of her five children, hanged herself to the grate over the cell door, and when discovered was entirely lifeless. A few days since, one of her former neighbours, a German, visited her in the gaol, and told her she was going to be hanged, and this, in connection with her other troubles, is supposed to have driven her to self-destruction.

CHICAGO MARKETS.

CHICAGO, February 18.—Flour dull and unsettled; spring extras, \$9 75 to \$10 75; fall extras, \$13 50. Wheat quiet and firm. Corn steady at 74 1/2 to 75 1/2 for No. 2. Oats dull at 65 to 66. Barley quiet at \$2 03 to \$2 05 for No. 2. Rye quiet at \$15 05 to \$15 06 for No. 1. Mess pork nominally advanced at 25 to 50; live hogs advanced 10 to 15. Receipts—3,800 bbls flour; 10,000 bushels wheat; 77,000 do corn; 16,000 do; 1,800 dressed hogs. Shipments—5,500 bbls flour; 10,000 bushels corn; 2,000 do oats; 1,800 dressed hogs.

GOVERNMENT SECURITIES.

New York, February 18.—Government steady; 5-20's reg '62, 107 1/2; do coup '62, 111 1/2; do coup '64, 109 1/2; do coup '65, 109 1/2; do. coup '65, Jan. and July, 107 1/2; do. coup '67, 108 1/2; 10-40's reg. 101 1/2; do. coup 105 1/2; 2-30's, 107 1/2.

CALL OF THE REV WILLIAM COCHRANE, M. A., of BRANTFORD.—The First Presbyterian Church, Brantford, Ont., have given a unanimous call to the Rev William Cochrane, M. A., of Brantford, to the pastoral charge of said congregation. It will be remembered Mr Cochrane resided but declined a call to New York city last year. As to the present one it is expected that he will accept it.

with the Mall, and which, during the winter, was as favourite a resort of dwellers as the river terrace of the Tuilleries and the forest of St. Cloud are now. The discovery of Mr. Spoke's hat is positively the only clue of information concerning him, which the police have gained since his mysterious disappearance.

This budget of unpleasant gossip is relieved by the absolute refutation of the story of Dr. Livingstone's murder which was so cruelly invented by the Johanna natives, to hide their own misconduct in deserting him. Mr. Young, who commanded the expedition, is only a warrant officer in the navy. If the Admiralty were not bound hand foot by red tape of more than ordinary strength, they would for once, in a while, waive all foolish etiquette, and give Mr. Young the commission which he has earned. But unfortunately the age of miracles is past.

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Mr. Edmund Head is dead. The event was quite unexpected. You know more of his career than we do here. As Governor of the Hudson's Bay Company, he must have felt a great deal of responsibility during the last few years.

American Despatches.

ARRIVALS FROM EUROPE.

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Portland, Feb. 18.—The steamship "Peruvian" has arrived.

HAYTI.

The Herald's Hayti special says business was recovering and coffee was abundant. The currency of the Republic was quoted at 31 paper dollars for one in specie.

ENGLAND AND MEXICO.

New York, Feb. 18.—The Herald's Washington telegram says, private advice from London state that the receipt of intelligence from Mexico, that the Government determined to repudiate all debts of foreign countries except the United States, has given rise to intense indignation on the part of the English Government. The reason assigned by Mexico for the adoption of such a course is revenge upon the nations of Europe for the recognition of Maximilian. England however not having followed the rest of Europe in this hasty proceeding is consequently doubly affected by this new Mexican policy. The Government, it is said, is now seriously contemplating the fitting out of a fleet to take possession of the ports of Mexico and hold them until satisfaction is given. It is thought this can be done without infringement on the Monroe doctrine, as the expedition will not be permanent in its nature, and does not contemplate the acquisition of territory, but will be merely a species of reprisal against the Government, as a satisfaction for debts due to British subjects. It is also understood that France has declined for the present to participate.

JEFFERSON DAVIS.

Vicksburg, Feb. 18.—Jeff. Davis returned here on the 12th inst.

JARY 19, 1868

lay them before
hem during a sea-
and December.
require a far longer
air accounts ready,
June, 1867, were
House adjourn-
ough, of course,
are a simpler
chance of their
ne or four weeks,
al Government
ears in operation,
become more exten-
than they are just
were closed on the
with the Dominion
be ample time to
before the meet-
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-fiscal year of the
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NSWICK

opening of the New
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glature seem to
-will really prevail
f the affairs of the
-members make
-renewalment, and
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village to the corre-
-ters only. The
is to be reduced and
-bers have hi-
-of using at public
-ger to be allowed.
-to be officially re-
-derable sum will be
It is also proposed
-reduce the number
Legislative Assembly
-nd the number of
-s from nine to five.
-at New Brunswick
-th five Ministers
-ut we question the
-g the legislative body
-Brunswick, though
-e hundred thousand
-d-deal of space, and
-ded into "sectious."
-than the present
-satisfactory represen-
-various interests and

-lature is the one
-June, 1866, when the
-seats, and the anti-
-ut about one-third of
-ed last year by the
-Senate and the elec-
-of Commons of the
-ions had, of course,
-the vacancies. In a

questions of doctrine may be carried by
appeal from the tribunals for the exercise
of discipline in each Province of the
Colonial Church—and that this should be
regarded as the tribunal of last resort,
from whose decision there would be no
appeal.

In what lies at the bottom of all this
is there anything amiss? It seems like the
first effort towards something of the na-
ture of autonomy and actual Church
Government. We say nothing at all
of the mere details of the plan.

These may be wise or foolish, prac-
ticable or the reverse. What is notice-
able in the suggestion is, that it recognizes
the Church, in the acceptance of the
framers of those suggestions, as one whole,
and one whole which possesses within
itself rights and powers of self-govern-
ment. The Episcopal Church in the Col-
onies has been declared to have no more
connection with the Crown than any
other church. The Queen is not, out of
England, in any sense, the head of any
Church. The Colonial Church is, conse-
quently, not trammelled in its action as
the English branch, from its connect-
ion with the State, must be. Such being
the case, why should it not, so far as it is
free, regulate its own concerns in doctrine
and discipline like other churches? We
can see no reason why. And why espe-
cially should not some effort be made
to have a recognized system of
doctrine held and taught by all
the clergyman within its pale? Its pres-
ent position is in the last degree anomalous.
Apparently a man may believe everything
or nothing, and still be a clergyman in
good standing. The London Times objects
to such proposals as paying the way for
clerical tyranny, but there is no reason for
its complaint. A voluntary association,
as every Church independent of State
support is, can make its own terms of
membership, if these do not conflict with
the law of the land; and, if they do,
the association itself would be unlawful.
Nobody is forced to join such a society, or
to continue in it. What hardship is there
in any one who does, promising to conform
to its regulations or go out of it. The Col-
onies scandal is sufficiently notable to in-
duce every one who wishes well to the
Anglican Church to seek some way by which
it might be removed. Whether the Bishop
of Natal or the Bishop of Capetown be
right, makes no matter. It is very evi-
dent that they ought not both to be in
the same church, and every church worthy
the name ought to have some effective
way of making one or other of them
leave.

To complete the Pan-Anglican idea, as
shadowed forth in the reports referred to,
all which seems necessary is to agitate
for the severance of the connection with
the State in England and Ireland, and the
absolute surrender of all endowments
from public funds. Let the bishops and
their friends do that and succeed; and
then, notwithstanding all the "thunders"

ed with advantage upon the Narrow-gauge
as upon the Broad. Mr. Shanley says that the
heavier style of engine, calculated to draw
larger loads, does not seem to be generally
used on the Narrow-gauge Lines. We would
therefore state that engines of upwards of
thirty-five tons weight are now being con-
stantly used on these lines in Queensland.

As the estimate of the increased cost of the
Rolling Stock is based upon this misconcep-
tion, it falls to the ground, the fact being, as
was ascertained, that from its belted lighter, the
Rolling Stock on the Narrow-gauge is
costly than that on the Wide gauge of
equal capacity.

Apart from the fact that the
Pambour, referred to by Mr. Court de
somewhat antiquated author-
Shanley, is a
City, the bad
experience of the Great Western Railway of
England which is 7.00
gauge, certainly dis-
proves his conclusion. That "an engine on
that gauge will do three times as much work
with less fuel as on the 4 ft gauge." If this
be so, it is a remarkable fact that Sir Daniel
Gooch
now chairman, and for many years
Superintendent of that com-
pany, should have declared himself so
strongly in favour of the narrower gauge,
which is now being laid down on that rail-
way.

With reference to the question of trans-
shipment, as we have ascertained that fully
nine-tenths of the produce coming from the
interior must, in any case, be transhipped
and go forward by water, we quite agree with
Mr. Shanley that this is a matter of small im-
portance, and even in the case of through pas-
sengers and Freight, we coincide with the
opinions of Captain Tyler, as expressed in
page 29 of his report to the Grand Trunk
Railway, viz:—"That with some claims of
freight it is a very simple and cheap opera-
tion; and it is in fact only with regard to a
small proportion of the whole traffic that
it is necessary, or even desirable, to make
some arrangement by which transshipment
or break of bulk should be avoided.

With regard to Mr. Shanley's fears that the
estimate of \$15,000 will be found lamentably
insufficient, we have only to state that our
estimates are based upon actual surveys. We
do not state what we think, but what we
know.

We have the honour to be,
Your obedient servants,
CHARLES DOUGLAS FOX, M.I.C.E.,
Of the Firm of Sir Charles Fox & Sons.
JOHN EDWARD BOYD, M.I.C.E.,
Engineers-in-Chief to the Government of
New Brunswick.

CITY NEWS.

THE QUEEN'S OWN RIFLES are to be in-
spected to-night, at 8 p.m., by Lieut. Col.
Daris, A.A. General, who will be accompa-
nied by Lieut. Col. Casault, A.A. General,
Quebec; it is to be hoped that every man
will be on parade, and let the inspecting
officer from Quebec see what spirit animates
the volunteers of Ontario.

ONTARIO LITERARY SOCIETY.—This Society
met last night, in its rooms, Mechanic In-
stitute—the first Vice-President is the chair.
Mr. W. M. Elliott, M.A., read an interesting
essay, entitled, "I am proud to be called a
Canadian." Mr. Colville read part of Act
III, scene 2, Henry VIII., Wolsey and
Cromwell. The following subject—"Are

London Correspondence

Parliament—The Queen's Bo-
A Barone in a House of Cor-
tion—The reach of Promise Ca-
The Irish Church—Myster-
appearance of a Clergy-
Dr. Livingstone—Tennysor

London, Jan. 30, 1868.

The session which is now so rapidly
proaching is not expected to be a very
or a very important one. There will
of course, be a great deal of talk about Ire-
land; but the Government will probably resist
attempts at legislation on the ground
nothing should be done so impor-
tant matter until the new Parliament has as-
sembled. The Ministry, however, will
thus far baffled Lord Stanley's skill, is
to be a prominent subject of debate.

at least one effort will be made to obtain the
repeal of the ratepaying clauses of the Re-
form Act; but, as at present advised, I
hesitate to think that no serious attempt
will be made to dislodge the Government.
A new Parliament has been organized on
basis of household suffrage.

The Queen has made up a great bundle
of her books for presentation to hospital
nurses. This entirely accords with her ge-
neral and amiable character as reflected on her
pages. A ridiculous story to the effect
that the royal diary has already reached a cir-
culation of one hundred and fifty thousand
copies and yielded a profit of ten thousand
pounds, has been going the round of the
press. The truth is that twenty thousand
copies have been sold, which, at half
guinea per volume will of course yield
handsome profit after all expenses have
been paid, but nothing near five thousand
much less twice that sum.

The committee of a baronet in the
House of Correction for eighteen months,
hard labour, is a sensational occurrence,
which, in the interests of morality, we
well have dispensed, although it forcibly
illustrates the impartial administration of
English justice. The Recorder of London
who tried the case must have been per-
sonally acquainted with Sir Coling Eardley
and with many of his friends and counsel.
In a recent letter I gave an outline of
young man's miserable career. To those
who are better acquainted with it than I
has long been a matter of surprise that
has not sooner brought himself within
meshes of the law. It is singular that in
any circumstances he should have been
acquainted with the publication of his bigamous
marriage with Miss Allen. The lady, however,
was connected with Drury Lane theatre, and
upon it, and the young scapegrace pre-
sented upon the forbearance of the
law Mr. Magee, and the great divan
New York from London. Poor Miss A
who has so soon awoken from the slumber
rank and marriage, was in attendance at
sessions last month, but on the occasion
the trial, she did not put in an appearance.
Mr. Montague Williams, who defended
Quilley, and said all that could be said
in his defence, also has theatrical connections
and is often employed by actors and actresses
in difficulties.

You have doubtless heard before of
Hon. William Bruce Ogilvy, who is
connected with one of the noblest and
most estimable of the old Scotch families.
Three years ago his vagaries brought
him prominently before the public, but when

make your way to the
lunch and think this
Slightly material, my
zeal for the earnings
of the silliness of the

rising medium, in
"Wentworth of Wellington,
rel. Published at the
one hundred, it brings
in each, and being
only medium through
of a large and popular
try, almost unimpaired
it can be relied. Ad-
remember this.

Wentworth Sun.

Feb. 20, 1868.

by cable this week are
it. The British Parlia-
ment, and it is in a
bill to amend the
let in Ireland for a short
of March.

press of other matter,
to lay over till our next
line in connection with
the Primitive Metho-
dian, on Sabbath
a meeting on Monday
with other interesting
subjects.

Lodge of Good Templars
in the Melville School
evening, Feb. 25, at
will be delivered, on
a number of talented
excellent choir will be
on the proceedings. The
ad to attend. Refresh-
ment at 6 P. M. Tickets,

I have preached in the new
Orangeville, on Sunday
by Rev. W. Rowe, in
Rev. J. Goodman, and
by Rev. B. Boyle. On
a tea meeting will be held
at 6 P. M., when addresses
by a number of gifted
mission 25 cents.

all the attention of our
Bazaar, which the ladies
of St. Mark's Church,
purpose holding, on Thurs-
day, 27th and 28th instants,
in aid of the funds for the
Church. A large num-
ber of ornamental articles will
be sold, and it is to be hoped
receive the encouragement
deserve.

WALKER, one of the can-
didates for the last election
determined to contest the
seats. Atkinson, Mitchell,
the case will come before
Chambers, at Osgoode Hall,
next week. The action does
not of the Reeve and Da-
vis will not be disturbed in
action should be decided.

As have been recently held
Building Fund for the erec-
tion of Wesleyan Church in this
Parson's on the 20th ult.,
at 25, and Mr. Jackson's
estate, at about \$24. Another
object is to be given by
on the 6th prox. It is
dear friends bestirred them-
selves. The building in
cessity is far behind the re-
quirements of the age, and not at all
in the progress of Orange

ARMISTEY. A young man
at Thompson, met with a sad
Saturday last, while at the
well which was sinking
and Mr. Brice, of Center Road,
it appears that the rope which
the bucket, which had about
of earth in it, broke when
p and fell upon the young
man's head, and killing him.
An inquest was held on
Dr. Wm. Johnston, and the
verdict in accordance
with facts.

PARLIAMENTARY SUMMARY.

On Wednesday, Feb. 18, Mr. Graham,
of York, in moving that the petition of
the Huron & Ontario Ship Canal Com-
pany be referred to the printing commit-
tee, stated that this was a scheme for
uniting Lakes Huron and Ontario by a
canal, the construction of which would cost
about \$10,000,000; that the capitalists
and leading cities of the United States
had offered to advance \$20,000,000; and
that Mr. Campbell had succeeded in get-
ting British capitalists to consent to take
the other \$20,000,000, on condition that
the Government of Canada would give a
grant of ten million acres of land.

Sir Henry Smith moved the second
reading of his Homeported Exemption Act,
but in consequence of opposition the mo-
tion was withdrawn.

On Thursday, Mr. O'Connell introduced
a bill to incorporate the village of Brampton
into a town, which was referred to the
committee on private bills.

Mr. Cumberland introduced a bill to
amend the Toronto, Grey & Simcoe Com-
pany's Act, referred to committee on
railways.

The House went into committee of the
whole on certain amendments to the Mu-
nicipal Act. Among other amendments
which it is proposed to make to the Act
is the repeal of the clause relating to tax-
ing the salaries of mechanics and artisans
in towns, when such salary did not exceed
\$600; and it is also proposed to exempt
from taxation the salary of any minister
of religion, and his dwelling house or par-
sonage, not exceeding in value the sum of
\$2,000.

On Friday, the railway committee re-
ported on the bill, with amendments, re-
lating to the Wellington, Grey & Bruce
Railway.

Bills relating to the interpretation of
the statutes, and agriculture, were consid-
ered in committee of the whole and an-
nounced.

On Monday, Feb. 10, Mr. McKellar
presented a petition from the widow of
the late W. L. Mackenzie, praying that
the sum of £500, for services performed
by her late husband, be paid to her.

The bill to extend the Erie & Niagara
Railway was read a second time, and re-
ferred to committee of the whole.

The bill relating to the Wellington,
Grey & Bruce Railway was read a second
time and referred to committee of the
whole.

The petition of the Constitutional Frac-
tion of Canada, praying for the establish-
ment of an asylum for imbeciles, was
read and referred to a special committee.

The House went into committee of the
whole on the bill relating to agriculture.

On Tuesday the bills relating to the
interpretation of the statutes, overruling
tenants, the incorporation of the Young
Men's Christian Association, and to the
Wellington, Grey & Bruce railway, were
adopted in committee of the whole.

On Wednesday, the bills relating to the
Wellington, Grey & Bruce Railway, and
the interpretation of the statutes, were
read a third time and passed.

The House went into committee of the
whole on the bill to amend the agreement
Act. It is intended to exempt so much of
the personal property of any person as is
equal to the just debts, his life, and his
gives the necessary power to compel a man
to make affidavit as to the amount of his
personal property.

The bill for the extension of the Erie &
Niagara railway was considered in com-
mittee of the whole.

On Thursday, quite a long discussion
took place regarding the sale of public
lands, in the course of which the Premier
stated that the Government proposed to
send a staff of surveyors along the coast
of Lake Superior, and on the completion
of the survey would at once bring the
lands into the market.

The House went into committee of the
whole on the bill relating to Butter and
Cheese Manufacturers. The bill was re-
ported with amendments, and ordered for
a third reading on Monday.

On Friday the bill relating to agricul-
ture was adopted in committee of the
whole, and ordered for a third reading on
Monday.

On Monday, 17th, the bill relating to
amendments was withdrawn after a long
and uninteresting discussion, the Govern-
ment agreeing to bring in a similar mea-
sure at a later date.

On Thursday Mr. Wood submitted his
report on the financial position of the

TRAMWAY MEETING

IN BRAMPTON.

A public meeting was held in the
town hall, Brampton, on Friday evening
the 14th inst., for the purpose of
taking into consideration the proposed
granting of a charter to the Orangeville
Tramway Company. There was a large
attendance—over 200—representatives of
Brampton and vicinity being present.

K. CHISHOLM, Esq., Reeve of Brampton,
took the chair, and explained why he
called the meeting. He said that a pre-
liminary meeting had been held a few
evenings ago, at which a resolution had
been passed, asking the Reeve to call a
public meeting to take into consideration
the propriety of co-operating with the
Orangeville Tramway Company. That
meeting asked him (Mr. Chisholm) to in-
vite a delegation from Orangeville to be
present at the proposed meeting. He
had sent an invitation, and a delegation,
consisting of Messrs. J. J. Foley, Ander-
son, and Wheelock, was present, and
would address the meeting, showing the
position in which the Tramway under-
taking was at present, its prospects, &c.
He bespoke for the delegates an attentive
hearing. (Applauded.)

DR. TROTTER, moved, seconded by J.
P. Cummins, Esq., that the delegates
from Orangeville be now heard.—Car-
ried.

The CHAIRMAN called upon the first
speaker.

MR. JOHN FOLEY, who said he had
not come to Brampton with the intention
of saying anything, but for the purpose
of hearing the opinions of the people in
regard to the Tramway. The project
was some three or four years old, and he
felt satisfied that the people of Brampton
must have formed some opinion of the
merits of such a road. Ever since he had
come to Orangeville he had felt the ne-
cessity of a better mode of communica-
tion being established between that vil-
lage and Brampton. He had at first agi-
tated for a gravel road, but the matter
did not appear to be taken up by the peo-
ple of Brampton accordingly. The reason
why the people of Brampton did not
interest themselves in the matter at that
time was because they were in the midst
of trouble and turmoil in connection with
their county town; and the reason why
a road had not been built before this was
that the public mind had been directed
to different objects—the people of Orange-
ville agitating for a road, and the people
of Brampton agitating the question of
their county town. He was glad to see,
now that the public mind had settled
down, that they had commenced to think
of improving their mode of communica-
tion.

He considered a line of road be-
tween Orangeville and Brampton of great
importance to the people of both places.
He spoke of the necessity of the Toronto
people to secure the trade of the back town-
ships, and said that it was of great im-
portance to them, it was equally so to the
people of Brampton. The Toronto peo-
ple knew that if the Central railway were
constructed the immense products of
grain, &c., would be poured into their
market, and hence their strenuous efforts
to secure its construction. He spoke at
considerable length of the importance of
good means of communication, and said
that when roads were wanting there was
lack of intelligence, and the effects of
bad roads was stoppage of commerce and
stagnation in business. When he first
commenced to agitate the Tramway he
had looked at it in somewhat of a selfish
light—as a mere local matter,—that such
a road would be of great advantage to
Orangeville and a great injury to Bram-
pton; but since that time he had learned
to look at it in a different way, and take
into consideration the large amount of
trade that would accrue from the back
townships. He concluded that the im-
portance of both places being benefited in
this respect. Instead of, as now, a
rival business being done by the mer-
chants of Brampton, a wholesale business
would be established when the road was
built. He spoke at some length of the
proposed route of the Tramway, and said
that in no place would the road inter-
fere with the traffic by means or other-
wise. The merchants of Orangeville
knew their own interests too well to let
business come from that district, but
ought it in their midst. The only traf-
fic that would be hindered coming to
Brampton would be that of the Orange-
ville merchants sending what purchased
at that place down to Brampton, and
these merchants usually carried their din-
ner in their pockets. He spoke of the
building of the proposed Central Railroad
and the effect it would have, if built, as
intended, along the brow of the mountain
in Orangeville, and was for the people of
Brampton and neighborhood to look to
their own interests in this matter. It
was now for them to say whether they
would not in an enterprise that would
bring important advantages to their doors,
be induced to let a road be built

so much was that that those who engaged
to build them had not sufficient capital to
invest, and bonds and securities were set
adrift, and charged as part of the cost of
construction. Railways had been known
to cost as high as \$80,000 and \$100,000
a mile, but that was only in those places
where a great deal of bridges and ex-
traordinary work had to be done. Mr. Wheelock,
the surveyor of the town road, was pre-
sent, and could tell them that the pro-
posed route, and that no better twenty-
two miles could be found for the construc-
tion of a railroad than that between Or-
angeville and Brampton. What the
Tramway Company wanted to do was to
construct a cheap and inexpensive line of
road, and the probable sum which
would be required for its construction
would be from \$80,000 to \$100,000.—
\$12,000 of this was already provided for,
and if Brampton would give them their
countenance and aid, the road might be
graded next year, and in operation the
year after; and if, after the road was
built, Brampton wished to extend it to
Port Credit, and have advantage of di-
rect communication with Toronto in more
than one way, and also connection with
the city of Hamilton, they would find the
people of Orangeville both ready and wil-
ling to push it forward, and he doubted
not, if this was consummated, Brampton
would become a place of very great im-
portance. He referred to the advantages
which Brampton would derive from the
increase of trade, and said if a railroad
was built people would be seen there then
who were never seen now. He referred
to the Central railroad, and said it would
be impossible for its promoters to get \$5,
000 a mile for the ten miles to be built
through Orangeville, when the matter of
\$10,000 caused so much difficulty already.
If the people of Brampton would take
care of their trade they should take up
the scheme heartily, but it was not for
him to say how much they ought to give,
he would leave that question with them
selves, but thought the advantages which
would be derived from the road, and the
fact that it had come there to hear
and not to speak, and would take him
out.

J. P. CUMMINS, Esq., asked Mr. Fo-
ley what was the difference between a
tramway and a railway?

MR. FOLEY.—The difference was mere-
ly in the name so far as regarded the
road in question. This road would be
as much a railroad as the Grand Trunk
itself, and engines would be used on it.
MR. BROADY, Esq., asked if there
were any railroads in Canada constructed
at the price he (Mr. Foley) had mention-
ed?

MR. FOLEY.—Yes; we should always
stick to British precedent, and he should
have mentioned the St. Lawrence and
Joliette Railway, that road was constructed
at \$4,000 a mile, and it lay through a
rolling country, but the soil was sandy
and not difficult of excavation.

R. BROADY, Esq.—Does your charter
allow you to put an engine on the road?

MR. FOLEY.—With regard to the dif-
ference between tramway and railway,
the terms were borrowed from the
usage of the railway, and might be
used at pleasure. The charter which
he had received from Parliament pro-
vided that they might use steam, electri-
city, air, or any power or combination of
powers, as a propelling force.

MR. M. M. ELLIOTT.—What is the
length of the St. Lawrence road?

MR. FOLEY.—12 miles, about one-
half the length of our proposed road.

MR. FOLEY considered that the Bill
incorporating the Tramway Company was
the best ever passed by any Legislature
in Canada; not only did it give the
powers already mentioned, but it gave
the Municipal Council power to grant
\$10,000 to the road without the consent
of the ratepayers.

DR. TROTTER.—What effect would a
grant of that kind have on the next elec-
tion? (Laughter.)

MR. FOLEY, said he scarcely understood
what Dr. Trotter meant unless it was to
insinuate that the man who voted for the
bill would not again be returned.

MR. FOLEY said that the man who did
vote for such a road had done enough
for his country already. (Laughter. With
regard to the putting of engines on the
line, he said he would be very glad if it
could be run without steam, still it could
not be done. Another power the Act
gave them was the privilege of raising on
the lot line road.

DR. HUNTER.—Why don't you run
your line down the Center road?

MR. FOLEY.—We don't want to stop
the traffic. (Laughter.)

MR. FOLEY concluded by repeating
he was glad to see that the feelings of the
people of Brampton were undergoing a
change, and hoping that by their aid the
road would go on to a successful issue,
and that then Brampton would be bet-
ter fitted to stand abreast that every day
would be some with them as a fair day.
(Applauded.)

MR. J. J. REEVE, of Orangeville, was
the next speaker.

He said he had always been in
favor of the Tramway since it was first
mentioned, and he had been more im-
pressed with the necessity of such a road
since he had travelled in these back town-
ships. He had been looking around him
when back there (as he always had an
eye to business), and had come to the
conclusion that if we did not take advan-
tage of this market for our various kinds
of manufactures, it would be our own
fault. A person who would take notice
to the terms which leave the railway sta-
tion day after day, with different kinds of
manufactures, would come to the conclu-
sion that if Brampton had a railway to
the region where the machines are going

Wellington, Grey & Bruce railway look
that, and a great many of the debentures
had been deposited already by the town-
ships interested in that road, and he wan-
ted to know where the money was to come
from. All the people of Orangeville and
surrounding country wanted was to get to
the Grand Trunk, and it made little dif-
ference how they got there, as long as the
road was attained. Alford had offered
great inducements to them to cross by
Bolton Village, but they had declined. The
matter resolved itself thus—a road
must be built, or we must go in with the
Central. All were sensible enough to see
the position, and act accordingly. (Ap-
plause.)

MR. JOHN ANDERSON was the next
speaker. He had not much to say about
the Tramway, as they had already heard
Mr. Foley on that matter, what was done
to Foley or where he went, he always
to Foley up "tram." He was not going to
picture before Brampton a beautiful fu-
ture to originate from benefits that were
to accrue from this road. It would be
out of place for him to do so, coming as
he did from the "book of annals." He
believed a road was wanted, and had been
wanted and striven for these last fifteen or
sixteen years. Mr. J. J. and others had
been in the matter a long time, and time
gone to Owen Sound that length, but
ago, in reference to such a project, any-
one could not at the time accomplish any-
thing. He said it was through his efforts
that the present scheme had taken the
shape it now assumes. He had by his
perseverance and indomitable en-
ergy succeeded in getting a charter for
the road, and such a charter, and now he
had no less than two miles of it graded.
When we were asked to come down here
we expected that Brampton people did
not mean to talk but work, as that is what
we mean. We expected that something
would be done, and if Brampton would
go in heartily with the scheme of the
Tramway, he would guarantee that they
would find ready hands and hearts to go
to the different municipalities, and help
to defeat every by-law that might be sub-
mitted for a bonus to the Central Road.
He instanced the Township of Mono,
which only defeated the by-law for a bon-
us to the Tramway, by the small number
of six votes. He said that Orangeville
was looking out for her own interests, and
as the "grab game" was going on, the
best thing that Brampton could do was
to have a finger in the pie. It was now
with Brampton to say whether it would
go in for this scheme which promised so
large a trade, and he and his friends were
present on their way to Toronto (although
Mr. J. J. might say he was going to Oak-
ville) and if no understanding could be
come to with the Legislature in reference
to the matter, they would offer up their
road and influence to the Central, with
the understanding that that road be built
within two years, and touch at Orange-
ville. He concluded by saying that if
this meeting was to pass a resolution in
favor of the road, and promised co-operation,
and something tangible to show that
they were in earnest, there was no telling
what effect it would have in preventing
the obtaining of the Central Road Char-
ter. (Applause.)

MR. WHEELLOCK, Surveyor of the
Tramway, was the next speaker. He
said, in reference to the route of the road
it already commenced at Orangeville, it
would run down the valley of the Credit
from Church's Falls to the forks of the
Credit, and in the direction of Brampton
by the 1st Line West. He consid-
ered it a splendid route for a railway,
as in the first nine miles there would not
be more than 2,000 cubic yards of exca-
vation. He did not believe that the line
surveyed for the Central was practicable, as
he had travelled the whole of the Caledon
mountain, and considered that the only
pass for a road was that made by
nature at the forks of the River Credit.
He did not think that the road
would be built on the route proposed,
but farther west. He considered that if
the Central Road was built on the route
proposed, it would ruin Brampton.

MR. GIBBONS was next called on, and
said he was not a public speaker, and had
but little to say. All he had to say was
that if Brampton wanted a road this was
the best chance they would ever have of
securing one.

JOHN HARRIS, Esq., was next called
on. He said he had always been in
favor of the Tramway since it was first
mentioned, and he had been more im-
pressed with the necessity of such a road
since he had travelled in these back town-
ships. He had been looking around him
when back there (as he always had an
eye to business), and had come to the
conclusion that if we did not take advan-
tage of this market for our various kinds
of manufactures, it would be our own
fault. A person who would take notice
to the terms which leave the railway sta-
tion day after day, with different kinds of
manufactures, would come to the conclu-
sion that if Brampton had a railway to
the region where the machines are going

and the Central Railway people "ought to
out." He understood that the Central
Act or clause was inserted giving cor-
porations power to take \$10,000 out of the
funds without the consent of the ratepay-
ers, a clause which he considered most
unjust. (Laughter.) Caledon he
believed had passed a by-law giving that
amount but had afterwards repealed, and
repealed it.

MR. ANDERSON.—It is not repealed.
MR. GIBBONS, I may have been misin-
formed, but the former Reeve of Caledon,
Mr. Russell, had told him so. He said
Gibbersons believed that the Orangeville
people would be the only ones benefited
by this road, and on these grounds he op-
posed it.

MR. FOLEY said the delegation had
come to this meeting by request, and did
not pretend to show the people of Bram-
pton their interests. If they did not see
them themselves.

MR. TROTTER, who had been called
on, said he would be differed by the
remarks which had fallen from Mr. Ander-
son, and agreed with what had fallen
from Mr. Harris and the delegation.—
If Orangeville had built a railway it would
not have injured us much, but the proposed
Central Railway, if carried out, would
leave us next to nothing in the shape of
trade. No doubt this railway would
bring great advantages to Orangeville
from the North, West, and East, but at
the same time he believed a large portion
of the trade would come here. He spoke
of the advantages of railways generally,
and instanced such places as Indianapolis,
Chicago and Columbus. The proposed
Tramway, if carried out, would not injure
us, but if the Central scheme was pushed
to completion, it would ruin us—cut away
our trade, and leave us completely isolated
in a certain sense. He thought that this
scheme should be encouraged by all means.
(Applause.)

MR. PATTERSON, Esq., said he
had never heard of a railway being built
for \$1000 a mile before, and along with
that, power to run on the first line, Chin-
quagony. (Laughter.) He said there
were certain seasons of the year in which
the deep snow would make it impossible
for horses to draw the cars.

Cries of "it works by steam," and
"Caledon horses can do it."

MR. PATTERSON.—The bill says nothing
about steam or a locomotive. He con-
tended that the railroad would be of no
benefit to Brampton, as the only traffic
that he could see was an occasional farmer
leaving Brampton with three or four bar-
rels of grain in their wagons or sleighs to
the east might be. Some considered it
doubtful if the Central would get a charter,
but he had no doubt but what they
would, and he considered the speculation
of the Tramway would be as poor a one to
Brampton as that of the Grand Trunk.

MR. S. S. WILSON spoke at consid-
erable length of the Port Hope and Lim-
ber railway, and said that place had been
built up by the extension of another vil-
lage a short distance removed from the line.
The question should be, will the building
of this Tramway stop the construction of
the Central, and if such was the case he
would say, by all means Brampton should
go in for it.

MR. WHEELLOCK spoke of the probable
effects such a railroad as the Central
would have. He thought that Caledon
would not pay \$50,000 to the Central,
when it demanded so much at paying
\$10,000 to the Tramway. He believed
that if the Tramway were built, if it did
not stop the construction of the Central,
it would alter its course very considerably.

J. P. CUMMINS, Esq., said he had a
resolution here which he wished to move.
All present would agree that the interest
of both Orangeville and Brampton in this
matter were exactly identical. He said
he would have been in error of a
good uneducated road, but as the ob-
ject was not attainable in the present cir-
cumstances, he would go for the next best
thing. He said that if the Central
Tramway was constructed it would cut off
a great portion of our trade from the
North, and transfer it to Toronto, and
that we would have to depend on a small
circle of 14 or 15 miles in area. He said
we would go in for an independent course.—
Let Brampton do what she thought best
for her own interest, independent of any
other influence, and it required no deep
study to see that the construction of the
road from Orangeville to Brampton would
be for their benefit. He believed the
Tramway would be of great advantage to
them, and by that means people would be
induced to come there whenever they
could. It had been suggested that there
evening that the traffic would find a cut-
line in Toronto, even if the road was built.
That was a risk they had to run, and he
for one, was willing to run it. The res-
olution he wished to move was, with all
due deference to those who might move
amendments, that he considered right
and proper. (Mr. John Harris moved.)

MR. GIBBONS moved the amendment
from Orangeville on the subject of the
Orangeville Tramway, this meeting, com-

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meeting separ-
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ARCHIVES OF ONTARIO
TORONTO

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...hage a life lease of the
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...to Mr. Pringle, he had
...acted with him as licensee
...had as he felt inspector,
...doing no less than three
...all that Pringle had been
...and married in his office,
...had not come in contact
...was sorry to say, "such
...pleasure in support
...of Mr. Atlaw,
...ught that the gentlemen
...poken, had better been
...ed, that because Pringle
...they wanted him turn

no' in favor of discharge
Mr. Pringle, however,
because no other ap
en made.

taking place, Mr. Gerrie
mber who voted in favor

y discussion the salary
same amount as of pre
was also the Town hall

rose and reported the
ment, and
seconded by Mr. Gerrie,
luded, that the salary of
nd Treasurer be \$300,
l owed to have his office
he town, and be allowed
other business as he may
The motion was lost,
voting yea.

adoption
an introduced a by-law
officers as above, with
Johnston, as auditors,
each, and the town hall
\$140 instead of \$130."

ELLANDOUS.

conded by Mr. Holien,
opinion of this council
sessing farms and farm
exclusively, for farming
the corporation, should,
and is equal, assess all at
r acre, keeping in view
nality of buildings and
nts thereon.

s lost after a lengthy and
Draper, Cochrane, Camp-

Atlin, Blow, Gerrie, Mc-

conded by Mr. Holden,
offer of Mr. Striker, ex-
eden estate, for the Wer-
accept of debentures of
le yearly for 12 years,
is the former offer ac-
orporation after the pas-
y-law to raise money by
s, for the purpose of pay-
den property—therefore
t the Mayor be, and is
to issue, and sign de-
each, payable yearly for
the same over to the
state, on getting a good
to purchased from them,
ventures to that amount
t that the Mayor be ap-
legal advice in the mat-
the next meeting of the

Mr. Blow, seconded by
t that Messrs. Draper,
t the Mayor, be appoint-
nittee to take into con-
er made to this corpora-
ctors of the Warden
e to the leasing or pur-
e required for the Co-
ety, and to confer with
pecting the same, and to
meeting of the council.
was carried without a

fr. Blow, the following
ad to the committee on
ventures. Mr. Cameron,
rd, and Mr. Philip, for
r. Blow, Benjamin War-

"The members of the House of Rep-
representatives who have taken the most ac-
tive part in the late impeachment schemes
are the most exercised at this renewal of
the war between the Executive and Con-
gress. They considered the deplorable
failure of the last attempt at impeachment
as finally settling this unpleasant business
and now that a fresh act of hostility has
arisen, their indignation knows no
bounds."

Washington special says:—
"When Gen. Thomas presented his
order from the President to take posses-
sion of the war department to Mr. Stan-
ton, the latter asked him for a copy of
the order, which was given, and then in-
formed Gen. Thomas that he would take
time to consider the matter. Gen. Stan-
ton has been advised by every member of
the Senate and House to resist the remov-
al, and he undoubtedly will do so. Gen.
Thomas has openly declared that he will
take possession of the office to-morrow
morning, and if resisted; by Mr. Stanton
will send for force to execute his orders."
Washington, Feb. 21 (11:40 p.m.)—
Gen. Stanton is still at the department,
and will remain all night. The depart-
ment will be closed to-morrow, it being a
legal holiday.

New York, Feb. 21.—The Tribune's
Washington special says:—
"Gen. Thomas announces that he will
promulgate orders to-morrow to all the
attaches of the war department not to
obey any orders from any one connected
with that department, unless they come
through him, the penalty being dismissal."
A committee was appointed by the
Senate at its executive session to wait
upon Chief Justice Carter of the Supreme
Court, and they made an affidavit against
Gen. Thomas, charging that he had vio-
lated the Civil Tenure of Office bill. Jus-
tice Carter immediately made out an order
for his arrest, which has been placed in
the hands of an officer who has gone in
search of Gen. Thomas.

"Should Secretary Stanton refuse to
surrender possession to Gen. Thomas
proceedings are to be at once begun on
a writ of *quo warrant*, which takes prece-
dence in the calendar and may come up
before the Circuit Court at any time. Ap-
peal lies to the Supreme Court."

Washington, Feb. 22.—Adjutant Gen-
eral Thomas was arrested this morning at
8 o'clock, on a warrant issued by Judge
Carter, on an affidavit of Secretary Stan-
ton, for a violation of the fifth section of
the Tenure of Office Act.

Gen. Thomas this morning repaired to
the office of Secretary Stanton, and was
immediately ordered to the room used by
him as Adj. General, which order Gen.
Thomas refused to obey. Both Gen.
Thomas and Mr. Stanton were at the De-
partment during the morning, and neither
of them would obey orders issued by the
other.

The committee on reconstruction, at
their meeting to-day, agreed by a strictly
party vote seven against two to impeach
the President for high crimes and misde-
meanors—charges growing out of the
President's conduct in the removal of
Secretary Stanton.

In the House to-day, Mr. Brooks (Dem.
of New York) made a speech regarding
impeachment, in which he said: We have
been long in the midst of revolution.
Long has the country been agitated in the
throes of a revolution; but we are now
approaching the last and final stage of
that revolution. We are traversing over
and over again the days of Cromwell, and
of Charles I. and Charles II. and we are
traversing over and over again all the
scenes of the French revolution. If you
proceed to dispose the President by vio-
lence, if you throw him out of office, ex-
cept by due process of impeachment, I
tell you in behalf of thousands and mil-
lions of the people, that we will never
never—so help me, God I never, never—
submit.

This speech was greeted with laughter
by the Republican members.

The resolution of impeachment was
supported by speeches by Messrs. Spald-
ing and Bingham.

There is a stormy session of the House.
The vote on the resolution of impeach-
ment will probably be taken to-night.
New York, Feb. 22 (11 p.m.)—Des-

Grey and Bruce Railway.
Mr. Shanly replied that he had estimated
the cost of a broad gauge line running
north from Chicago, constructed in the
cheapest possible manner, at \$14,000 per
mile, but the cost of such a line from
this city in that direction would be con-
siderably higher.

Mr. Cumberland asked whether the
wages in Norway were less than in this
country.
The wages of laborers in
33 cents per day. The difference between
that and the cost of labor in this country
should be considered in making estimates,
the difference in the width of embankment
would be just two feet between the nar-
row and the broad gauge.

Hon. M. C. Cameron asked whether it
would make any particular difference to the
Whitby and Port Perry line whether it
were built on the narrow or broad gauge,
the object of the line being to carry lum-
ber, and not to connect with any other
line.

Mr. Shanly said that it would decrease
the expenses to have it constructed on the
same principle as the Grand Trunk so that
costs could be interchanged. He consid-
ered that the isolated gauge of the Present
and Ottawa Railway was an immense dis-
advantage to the Road.

Mr. Cumberland enquired the cost of
the lines alone without equipment.

Mr. Shanly gave his estimate of the cost
of the line alone as \$17,500 for the broad,
and \$13,000 for the narrow gauge. A
broad gauge road could be laid down from
King to the county of Bruce cheaper than
a narrow gauge line from this city to the
same point.

Mr. McMurich asked if he regarded the
narrow gauge principle as an experiment.

Mr. Shanly said that he did, as there
was no evidence to show that railways
built on that system had paid dividends.

Mr. Boyd, in reply to questions from
Mr. McMurich, stated that he had the
superintendence of two lines of railways
now building in New Brunswick. He
could not say whether any of the narrow
gauge lines mentioned by Mr. Fox had
paid dividends. The Norway lines had
not, but it was not fair to quote them
against the system, as it was not expected
they would pay, being laid down at Gov-
ernment expense to develop a sparsely
settled country. The saving in the cost
of construction would cover the expenses
of transhipment.

Mr. Cumberland enquired whether Mr.
Boyd agreed with Mr. Fox that a narrow
gauge line could be stocked for \$2000 per
mile, to do the same amount of business
as a broad gauge railway stocked at an
expense of \$3000 to a mile.

Mr. Boyd said that he coincided in this
view.

Mr. Cumberland enquired how he made
the difference between the cost of con-
struction of a narrow gauge line and a
light broad gauge road.

Mr. Boyd replied that the sleepers,
ballast earthworks, land, engineering and
contingencies would all be cheaper on the
narrow gauge principle.

Mr. Shanly in reply to a question, said
that heavy locomotives and cars could be
run at a low rate of speed over light rails.
Heavy cars were more profitable than
light, and could be run to better advan-
tage on light lines than cars of lighter
construction.

Mr. George Lowe Reid being called
made the following statement, putting in
diagrams to illustrate it:

Have had 21 years' experience in Rail-
way construction; 16 years in this coun-
try as the Chief Engineer of the Great
Western Railway, and 10 years of these
16 as Engineer of Detroit and Milwaukee
Railway in Michigan. The latter is of a
gauge of 3ft. 8in.

Was employed as Engineer in convert-
ing several light narrow gauge mineral
railways in Scotland into the general En-
glish gauge in 1848 and 1849, so as to en-
able them to connect with the general
railway system of the country.

Have gone carefully into the whole
question of the narrow gauge systems
between 3 and 5 ft. gauges, and found
that the difference (assuming 100 lb. rails
for narrow) barely exceeds 10 per cent in
favor of the narrow gauge in first cost.
The only saving is in a parallelogram of 2
feet in width in the middle of each cutting

the contractor between them, it will re-
quire any return to the style of cars in
use on the street railways, where the pas-
sengers sit along the sides, face to face,
leaving a passage for the conductor
between them, an exceedingly uncon-
fortable mode of making a short journey.

The whole question resolves itself into
this—If the saving of 10 per cent in first
cost is all important, and if the prospect
of traffic is very promising, then a cheap
light narrow gauge railway may be de-
vised. But if there is every reason to ex-
pect a materially large amount of busi-
ness, such as the districts of Grey and
Bruce will undoubtedly yield, then the
saving in cost of working will repay the
extra outlay of 10 per cent in first cost
within two years' time. In such a case
and this will apply to almost any district
in Western Canada, it would be absolutely
 folly to lay down a narrow gauge railway
merely to save 10 per cent in first cost,
and it is to be borne in mind that as the
traffic increases so does the cost of haul-
age per ton diminish on the broad gauge
system, where, as the opposite is the case
on the narrow gauge track, as the busi-
ness of a railway increases it is found ad-
vantageous to concentrate the loads as
much as possible, and we find that the
Great Western Company are now using
cars for the transportation of lumber and
bulky materials which carry loads 30 and
40 tons—one-half of the net load of a
whole narrow gauge train.

Questions 5, 6 and 7. The English
Broad Gauge of seven feet is not about to
be abandoned on account of its costliness
of working, as alleged by Mr. Fox; but it
is in contemplation gradually to bring it
down to the 4ft. 8in. Gauge, solely on
account of the inconvenience arising from
its being hemmed in on all sides by lines
of that Gauge.

The Irish Gauge is 5ft. 5in., and it was
decided on by the English Government
after very careful and long deliberation.

The Broad Gauge of America is six feet,
and within the past three years it has been
extended from Erie to Cincinnati, a dis-
tance of 500 miles.

Mr. Hannaford gave his opinion on sev-
eral points. He stated 40th rails would
not last over a few months in this country.

Mr. Laidlaw spoke in favor of the nar-
row gauge. He failed to understand from
the opponents of the Bill that the break of
gauge would do any harm. He went on
to speak of the question of transhipment.

The vote was then taken on the third
section of the Bill, which resulted in its
being carried as it stood, by a majority
of two. The narrow-gauge principle is con-
sequently adopted, as regards the Whitby
and Port Perry railway alone, the ques-
tion being still an open one as far as
the Toronto, Grey and Bruce, and other
lines are concerned.

SHIPWRECK AND TERRIBLE SUFFERING.
Gibraltar, Jan. 20.—The British bark
Minnie Gordon, which arrived at this port
yesterday from New York, brought the
master and two seamen of the United
States schooner Moses Waring. This ves-
sel was waterlogged in a gale, and on the
18th December was fallen in with by the
Minnie Gordon when the survivors of her
crew were taken off the wreck in the last
stage of debility from exposure and famine.

By the human and judicious exertions of
Capt. Leslie, the master of the Minnie
Gordon, their lives were preserved, but
they still stand in need of medical treat-
ment, and for this purpose, it is supposed,
that they will be received into the Civil
Hospital of this city. The dreadful fate
of their sufferings, and of the horrible ne-
cessity to which they were driven "by the
agency of famine is thus given by Capt.
Leslie:—Dec. 18, lat 38, 10-N, long—W,
scudding off SE by E, under double reefed
topsails, foresail, reefed mainmast and
foretopmast staystail, wind WNW, blow-
ing hard and heavy sea running. As day-
light broke, I saw, bearing NNE from me
something which looked like two spar
barges, standing at an angle sixty degrees,
just as far as the eye can reach. Sup-
posing it to be a vessel in distress, al-
though past it and to leeward of it, im-
mediately hauled by the wind on the port

Finally, as regards foreign count-
ies, only certain wrecks, &c., reported
by Board of Trade by Her Majesty's
Steamers, &c., are mentioned, by agreement,
that it contains all the wrecks, &c.,
British ships which happened in
shorts of foreign countries. So
there is reason to believe that, in
short time, that the system of col-
lecting statistics from abroad has
improved, very many wrecks, &c.,
in Her Majesty's possessions, as
well as to British ships in foreign
tries, are not reported. Thirdly, it
reports extend over different
countries, the wrecks, &c., at sea o-
clude disasters to British ships,
reported by officers in Her Majesty's
essons abroad are intended to inci-
disasters, both to British and foreign
happening on the coasts, but in re-
ports foreign ships are not included
is hoped that as the returns become
accurate, regular, and trustworthy,
they will become of value. After
experience of a few years, the wreck
can perhaps be tabulated and arran-
is done with the report of wreck
happening on the coasts of the
Kingdom." It appears from the
that 685 vessels were totally lost, a
damaged during the year, exclusive
visions, and that of these disasters,
curved on the coasts of Europe, 46
of Asia, 52 on those of Africa,
those of North America, 19 on
South America, 37 on those of A-
23 on those of New Zealand, and
sea. There were 11 vessels totally
and damaged by collisions, bring-
ing the total number of disasters of
gross tonnage 355,850 tons. The
of lives lost was 1904, and 12,70
impaired. Of the total number
sels, 628 belonged to the United K-
214 to British possessions, and
foreign countries. Of the total
of lives lost, 607 were those of the
of vessels never heard of after
port, 422 were lost by vessels found
493 by vessels stranding, 294 by
being burnt, 169 by collisions or ac-
on board, 68 by ships or boats cap-
13 by exhaustion or exposure to ec-
by falling or being washed overboa-
00 by various or other causes or
causes unknown;—*Wilder & E*
European Times, Jan. 25.

THE PROJECTED TUNNEL UNDER N-
River.—The project of excavating
nel under Niagara River is again r
with promise that the work will be
menced at an early day. The
Courier states that the enterprise is
hands of capitalists and practical
both in Canada and in New York
and is likely to result in its consti-

Five hundred dollars reward is
for the capture of a ghost in Sco
Virginia. A chance for spiritual s-
tion.

"Korn Kobb," of London, propo-
a method of getting rid of the s-
advertise for "500 Burglars, stead
ployment given."

The young lady who says she
live on music all her days is occasi-
observed in the immediate neighb-
of bread, potatoes, beef and m-
especially etherial matters.

A Cincinnati paper reports a dis-
that dusting a patient frequently
lycopodium will not only allay the i-
tion in small pox, but will prevent pi-

The California Legislature have p-
a law that any person compelling a
in his employ to work more than
hours a day shall be deemed guilty
misdeameany.