

The Property of the Control of the C



ay, Jan. 9, 1868. MEST ANT TOLEME NIGHT.

e seres geres since Title FEN

NOTICE. Huron, exception was very juntly taken to Lond bringing the

COUNCIL BUECTION.

the Transway conducted by ange myos-tise love; the dominoso of the Nation, Gauge Central. Though pixely local, the context existed geodral laterest, and par-ties sprived bourly during the day from the country to ascertain the state of the pall. Figure the very first, however, it — which that the Nation Gauge how

turned, and pointed out the import of the Transay to Orangeville and currentling country. A Brass B under the leadership of Mr. Riddall.

W M. S S. ANMYERSARY.

Sunday School, were presched by Roy H. S. Matthews, Primitive Med-dist, and the Rev. W. E. McKay, B. Prestyterian. The congregations dist, and toe Prestyterian. The compositions were good. collections were good. "onal Festival camp off, as us "On was served."

Professions were good.

The annual Festival came off as vegran New You's Day. Then was served in
play V. M. Charch to succeed the computation
who afterwards adjourned to the Digital
Stirid, which had been fitted up both cyle
fixitally and statefully for the occuping.
The entire school was seated in a low gol
lary erected at one and of the Hall. The
arrangements were admirably adapted by
the or reise of the evening. The Pashe
was reise of the evening. utotk. The number or scorous is 115, the average attendance (984, being nearly one fourth more than that of the former year. The sum of \$1.50 had been received an I disbut sed; the stock of not have then ci bt humbred actualing the school. The exact eccipts we have not learned, but from it down at \$125. ProviLegislaturo of Ontario. >

THE Brat Legalature of the Province of Onterio was oresed on Friday, 27th plt. with appropriate breedoutes, and notwith-immang that the wedder was dispra-tible there was a large concourse of spec-titions dutede as well is inside the Cham-her! The strangers' gellery and all other notation of the Chamber, but devoted to jue use of semi-barrs was getweed to accept by these who had been first mark, once of outsis tickets. The circumory of swearing in the members took juice between the and two clock, justing which they took their letts. Mr. J. Schiedenson faving been elected Speaker, the I disas adjourned 40 and two colock, start which they took their cets. Fr. I. Stevenson lawing been cleated Speaker, the House adjourned fill Saturday. At the colock on Saturday alternate His Excellency, Licetanhi-Governic States! fortailly opened the logislature of Quarte ky. the Sollowing accept your law of the Colorest want with curous accept the Association of the Legislature of the Legislature of the Legislature Association.

In schoolance with the provisions of & Slatust of the Imperial Perliament for the Enderal Union of the British North Auground Provinces, and fat the freedom to the Property of the Provinces of

the citied of Upper Cabada.

This day is the commoncement of a new and important era in our political annuls.

We are just together under the authority.

on envisory mountail of smother

the confidence in freely refused

It will devolve upon you to consider the est and most appropriate means of lus-anding these resources, and of augment og, as far as possible, the public wealth.

Pasitio, and be the boins of a Y the British Crown. Xour own posts this dew Confederacy, weighty and called us it now B, will hereafter b and furethought you may evince in the

management of the amportant interests as trusted to pour ceine.

May the blessing of Almighty God accompany your deliberations, and make them gooduce to the public welfare and to the leating happiness of the people of

COUNCIL BOOM, Dec. 27, 1867. Tue Council met this morning from ad-

Journment of Noyumber 20. PresentJohn Debbin, Reere; W. H. Hinster, Dejuty Reeve; R. Mellelland, Stephen Pitor and Thing: Hacilton.
Mr. Huntir moved-seconded; by Mr.
Pirey, thingthe report of the arbitrators
appointed by the commissioners and contractor to inspect the bridge own the Irtractor to inspect the bridge own the IrLimited the superior of the IrInducted the superior own the IrInducted the superior own, also

cents, on account of exter in assessment— Carried.

Mr. Hanter moved, recorded by Mr Piper, that Robert J. Black be paid three dollars for his services as arbitrator on the bridge over the Irvine river.—Carried.
Mr. Hunter moved, seconded by Mr.

McLelland, that James McClanahan be refunded the sum of one dollar and sixty-six couts, on account of error in assess-

six costs, on appoint of error in ancest-ment. Carried.

Mr. Hamilton moved, accorded by Mr. Mr. Ellund, that Atthur Kcating be re-fineded the sign of two dollars and fifty-two cents on account of error in assess-ment, and the Receipte an order for the same ... Carried.

WAY BY-LAW.

To the Recre and Council of the Torn

I. Wm. McCormnek, Clerk of the town -in, of Garaffaza, to hereby certify that I have added up the votes taken for and acting the Railway By-law, submitted to the intepayers on the twenty-first day of It confers upon December, 1867, and find, as the returns December, 1864, and find, as the returns are made to me, there is a majority of 38 votes in favor of said By-law, but at, the cure time, I think in my duty to inform the Council that I find names on the returns that were not on the lists sent by me to the Returning Officers of the soveral

Name of the Mickel Electoral Divisions, and in many Instances the Concession or Lot upon which the El eater voted were not entered on the poli

WM. McConmack, Toquiship Clerk

Togaship Clerk.

Mr. Hanter moved, seconded by Mr.

Piper, that ouing to the apparent irregu-avities in taking the togather to the proposed

By Iw 10 nathorize the subscription of By two to authorize the succeptions of stock in the Wellington, Grey & Bruce Railway Company, and also to gray fee thousand dollars to the Orangeville Train way Company, it being considered, advis-able that no action should be taken on fe by this Conneil, more especially when i

Mr. Piper, moved, seconded by Mr. cil do berely plede themselves, collectively and individually. truction of the Urangeville Transway, nore especially since the Wellington, Gryy Bruce Railway By law has not been gried by them. - Carried. Mr. McLelland moved, seconded by Mr.

Hamilton that Charles J. Wheelock.

Mr. Hunter moved, seconded by Mr. Piper, that the sum of six dellars be paid

rrior \$12, costs \$1.50; Ephroim Ster Costs \$1.50; John Lamb \$10, cos and the Reeve give an order for

of one dollar, on account of dog to

SOLUTIORS OPINION ON THE RAILWAY L. John Dobbin, Esq., Riere, de., Gara-

quence of the irregularities in teking the rote. The Statute says that the Clerk shall furnish the Returning Officer with

shall surplus as a verified dest of those estitled to vote, and the duty, we think? lies on the Clerk to see that the Returning Offispe is day provided with this list. I (Citined). Bit are & Bregark. Gusiph, Decamber 24, 1887.

Que motion made and spooned, the Conneil them adjourned.

War, McConaucar, Chapte.

. . Correspondente. ..

CIERDAR RESCHORS. To the Editor of The Sun :

Mar. Editor, "We had hoped that the cleetlons were over lest Monday evening in Calcedon for snowley sex, but we were wrong fulthat, if Damo Rumar be at all courted. Mr. Heavy, our of the cominces for Councillor, thaths he has not been spillused, and is going to protest partially and the property of the control of the co sgainst the election. The ground of Henry's complaint is that in one his name did not appear among the faces at all, and that when electors to rote for Mr. Henry, their votes were rejected. Besides, the poll book, or par of the poll book of one of the wards i

declars the gentlemen elected

Tram Company. sooner than allow Cale don to pay that \$10,000 hours. What will you say to that, Mr. Editor? Per haps you will say bah!

News of the Week.

CANADA.

A Republican paper is to be started next year in Toronto.

Mr. Otto Klotz, of Preston, is the nu-ther of senew German Grammer, which is said to be superior to the old system.

The Hon. W. P. Howland is lying eriously ill at his residence in Toronto rom congestion of the liver, and abscess rom congestion of the under the right arm.

The late earthquake seems to have ex-ended from Port Hode, in the West to Physica Rivers and Sackville, N. B., in Three Rivers and Sockville, N. B., in the East, and as far South as Rome, N.

The Milton Champion says The Milton Champhon says, on Thurday orening last a poor woman was-found dead near Mr. William Perkins'. She lad called at Mr. Perkins' a few minutes before, and wis very eivil in leo-behavior, although she lad purchased some-whish at Munis Contest's about time before. She had apparently fallen over the fence into the road and perilyel from the intense cold. A letter on her was addressed to Mary Aun Speck, and a pincanhion tuarked A. S.

The Perth Courier learns that a young The Petth Connect Paris that a young man named Cullen, son of Mr. Henry Cul-len, of North Elmsley, met with his death on Tuesday, 17th inst. It appears he had his companion missed his hold of one of the arms employed in turning the machine, of age.

occurrence, a slight wound on the bead. - habi

ring reas man ball that of \$207".

INE LOW WATER AT HACKAR PALESTAN.

A feller from Naggera Erde gives the allowing discription of the remarkable theremay a feller give the leavener.

Therefore have at the Fully leavener.

Three near in Chicago agreed to reb a store, and in order to make the consisted legal they put it in writing, and put their signatur aduly winescend to the observation. Addruged they agreed to kill anyone who bettray of them, they forgot to destroy the payer, and the police nopped the shocks.

RAHAWAY TO LAKE SUPERIOR.

Arrangements have been made which miss an early construction of the pro-ted railroad from St. Paul to the west-restreptly of Lake Superior, distant 150 pleted next year, and the whole by the jud-of 1990. The people of Minute-sta realized ably attach much importance by this other, prise, as trading to complete the railway systemed the State, by converting his-great channels of trade which policies it-direction of the St. Lowerner River and the Mississippi. The entirecting of our structing and equipping the file is eigh-mated at 85,600,000, or from less than the mississippi. mated at \$5,000,000, or a sun less than the anticipited-away of a simple year in the trate-portation of where, should be yield increase in the future as rapely or the post. Compared with existing routes, the distance traveled in reneding lake narigation will be thurstened about 300 miles. The Lake Superior region com-petes with Remorphania in the production of from one. The simple from the thince back of Marquette, as we learn from the Marquette Jaranet, amentated in the less compared with more suched operations of former years: Generally epocking, the deposits of ore in the equins or long, as they are worked downward, giving pro-mise of an unfailing supply.—As or Fack

EL SSI

HISSIP
A return law just been presented to the Russian Givenmant which stock that at the end of ISSI there were 1747 indestor rules up injured a figure whose such acres will surprise most persons. The number of rulesy traveless, during the year was only a little over six inclines and the great income was under a million and a half sterling.

JATAN.

In Januar It is said thore are treater.

In Japan it is said there are twenty thousand Reman Catholics desconded from the Christini connects, left there, two hundred pears ago, at the time Japan was closed to foreign intercentse. They are scattered throughout the coupies, and later are no nest connects. Magaski is their central point, where there is a Roman's tabolic listop and several priests. Latte despatches report that the cruption of Vessius has obtained a granded unknown at any time during the resent source. The litry of Nagles is lighted.

unknown of any time intring the Freedin century. The Bay of Naples is lighted up by the fire of the cruption, and the is-vois pouring over the sides of the moun-tains in boiling torrents. Many of the in-liabilitates of Naples had left under the in theme of frar.

QUELPH MARKET

Special Netice

New Advertisen NOTICE.

Melville Mil

CLATMEAL ALWAYS for sale, or in exchange GEO. SCOTT Melville Mills, Lot 26, 1st



O MARCHANT

Money Lo

FARMFOR

DULLARS PER ANNUI:

of the referee in this case right, o notice to Cockrane of anything the transaction between the late and Piencek is shown. can be charged against him is that ce of the deed from her son to here
e or through which Mr. and Mrs.
claimed, was calculated to excite
or called for inquiry. Mr. Hurd,
ifor the petitioner, thought inquiry disting deed nonesery and one Green ets la her possession relating to Lot rofused but one, the deed to her under which all parties claim, sayding to Green's avidence, that she ther deed. This Green communic the pelitioner, and upon the receipt formation Mr. Hurd passed the money was advanced, and the in question taken and registered. i that there was something very in the instructions given by Cock reen, and in the manner in which mached Mrs. Johnson on the sube deeds, especially so on the evi-Thomas Johnson. But, in answer cusation it may be said, what possicould Cockrane have in advancing upon a shaky or suspected titls? 1858, when the advance was mey, as we all know, was in greated very high rates of interest paid id the politioner could have had ally in procuring a safe in-

in procuring a sale in-Again, his solicitor, after einl examination and luquiry, learning the result of Green's interh Mrs. Johnson, passed the fitte-presended that there was any under-between Pelitioner and Planock former should take a deed for the defeating any equity Mrs. John-er to assist Planock in any way in ting his title against her, or that ever heard or know that Mrs. Johndissatisfied with, or intended to rehe deed main by her to Mrs. Ple \$ Is not even shown that Cockrene a that Planock had left in Mrs. custody the missing deed, and denoral bad od sa bealafracas oner: ist it was not in Mrs. Johnson ed that Planoah had it not it was Mr. Hurd, his solicitor, as a miss-evidence of which was to be found istry Office. Planook was in pos-the land acting as owner, the only that at all reless a surploion that doubted the validity of the title mlar doed. He swears he asked for relating to Lit No. 11, and that

mon after searching in a box pro

to bee bushand saylog that

the only deed she had relating to d that she had no other deed rein her own possession, of this of Shadid not then ear anything deed to herself from her son, o to Planock. She dil not ob the latter. According to the evidence Johnson was present at the time, shuron says he looked for and Green the deed, which the latter ad this by his mother's instrucis may be true. His account of aw varies somewhat from Green's I must give fail orodense to the in the letter written at the time ers by Green, who is and was peries, and in no way connected with y. His statement made at the the truth-is more reliable than ry of a witness nine years after the a occurred. I think, thee, that stars finding a registered title in oners finding a regletered itile in his. Pinnock, and finding her and

in possession under it, as

feed so appearing on the registry,

and au

NARROW-GAUGE RAILWAYS.

The following letter has been sent to us for publication. It is intended to correct mistaken impressions dreated by some of the advocates of the Narrow Gauge Rallways, and is worthy of overlal attention :-

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

Having now had the opportunity of consulting together, we beg to lay before you as briefly az passible cartale important facts bearing upon the construction and working of the proposed Rallways, and which we think will tend to remove some erronecus impressions which, in the absence of comploto informativo, have been entertained even by those connected with the companies as to the capability for traffic and general efficiency of rallways of the gauge proposed.

Is 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 maintenance and working, to avoid on the one hand the heavy capital expenditure, which av ofice renders rallway enterprises upremunerative, and on the other hand, the it furior construction whereby the cost of maintenance and working has in numberless in stances been immensely increased.

In order to effect this, it is intended that the works on these relies to the less that he 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 Causdian productions and mahutactures, to procure materials of the best quality as as to avoid the vexation and loss which have so often resulted from the fallure of rails and rolling stock, but at the same time to provide only for speeds of from 20 to 25 miles per hourns a maximum. These are in fact as high speeds as are generally attained upon any railways in the Dominion. Yet this limitation, occupied with the rule that no wheel under either lecomotive or car aball 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 maderate raises of speed, as a broad gauge for higher rootd.

It is proposed so to construct and equip luars, as that they may be able at occe to carry a traffic, at least as large in propurion to their langth, as that now carried by the Northern Railway, whilst by adding to the Relling Stock their capacity can at any time be increased two or even three-

Tae passenger cars wou'l be as wide and diens as those on the New York Central Rallway.

The freight and lumber our would be \$ fort 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 analying cars of the width of 8 feet to be advantageously adopted. There are many passenger cars in England on the I feet & gauge which are 2 feet wife,

The locametives will probably weigh about 22 tens on 8 wheels, but should the traffic hereafter require it, locametives of greater weight and power can be applied, oreseing the number of wheels,

WESTERN INSURANCE COM-C OF EXCLIND

As several communications have been resolved by us in reference to the position o the above Company, and much uncarlases appears to prevail throughout the country on abjich we sabjute two letters realited from Hr. De Grassi, one of the Canadian agents now in England, by his partner, Mr. Scott of this city.

MERITAL ISEASTACE CORLIAL (FIRMED) TORONTO, Feb. 17, 1868.

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

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

LONDON, Jan. 31, 1888.

I called to day on Mr.Row (late Secretary, and now one of the l'quidators of the com-pary) and will give you she gist of our con-

The Bills of Exchange were not paid, you having drawn on him as Secretary—the having drawn on him as Secretary—the articles of inorporation expressly forbiding articles of inorporation expressly forbiding this. I saked him how they row should be this. drawn; he could not tell me. He thinks all c'alms will be pri i in full. That is those now is, and unless very heavy usexpected 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 Equidators mest on Monday, when he wishes me to miss!

The Company thought it best to commerce period before waiting to nellect more and have declared a dividend of 6:51 in the £ on all claims admitted.

Ose third of the whole of their expired at Christmas one third of the remaisder 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 distanted to me as I told him I wished to make no mistake.

The liquidators example express at pres an opinion as to the ultimate result of the an openion as so can attend the large liquidation, in consequence of the large amount of outstanding take; but applica-tion has been made to the Court of Chances. for sanction to re-insure the risks, and if this can be done for a moderate sum, the probability is everybody will be paid is full

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

I meet Mr. Row at 1 o'ulcok to-morrow, and if possible to catch the mal will write you further. I was determined not to led this mail slip, without giving you all I could find out. I will keep you adviced Mr. Kow III very anxious to re-STEPP TIALL ineare la good companies; he nas mada a grad arrangement with the Alliance here for Eaglish business, if the Court of Charcery agree to it iso he says), but saked my optoirm about Canada. I told him 10-12 he of 3-3ths. Now one observation Mr. R. made I did not like; when asking him as to the power of the company to pay lones, he said that many of the skotheiders were found not to be good, and that others were trying to effect a compression. Now I have given you all I have yet learned, from which I deduce then in case of loss all will be paid no rule when dividends are deplared, and that all claims that are is, and have been admitted, will as once receive 6s 81 in the £. We have to arrange with the liquidators, when we meet on Monday, some may by which the Canadian claims can be paid.

tera vi ind correct the assembly. Lam the individual referred to, one of the eldest dilisens of Toronto from the year 1833, when I entered the office of the Attorney General as his chief managing dark up to the time of my relirement from active professional life about three years ago to my country residence near the city.

There are few person la Toronte unfamille s with My hame ; none, I believe, that can with trails speak of me in other than berne a respect. The point at large is my resignation of the office of Law Clark to the House of Assembly. That resignation took place under chrommatances I will infest y state. I was re commended by some very kind sincere blends al the Oliana peak of government. Teary of intimacy had calleded them of my competensy for the office. The Attorney General, the Son. John Sandfield McDonald, must have thought so too, or he surely would not have placed me in so responsible an effice. 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 attent ed by the 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 mlary. It was, upon his suggestion, left an open question. I acquiesced, believing that I was placing myself in the hands of a men of honour. There was no "bargala struck" as unitraly stated in a late number of the Leader this I do most solomaly affirm, in contradiction to that most untruthful statement. I told the Attorney General I was quite content to leave the matter in his quite content to leave the master in me hands. I did so, not doubting that when the Estimates came down to the House, I should have no reason to complain. Well, sire, I went to work, and I will here tall you the kind of work ind livili are toll 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 claus, line by line, I had then to add breviate or merginal notes to use Bill a week squiring both profesto each Bill a much requiring both sional skill, ability, and time—to se the recoverage to Acis were correct there were no incongruities, or objectionable ments. Over our Hundred of Their Bills peaces, by defining his peaces, it was added not support the season, and if my duties had here closed, it was work wough, I say, for any one head to master. But Sin, I found that I had a great deal more than this to do. I had to read and correct the printers' precise of all these Bills -comatines twice over from leaccurate printing. My dation did not and here. I had to draft Bills and amendments of Bills les members asking my antitione. I did so ment chestfully, and had the gratification of being thanked by them. I here appear with confidence to those members of the House to whom my sid was extended, for the readiness with which I complied with their riquest without fee or reward is requested which, I contend to this extend the other trends—a duty which, I contend about here develved on the Attenue Licensell, receiving so large a salary as he does, with will paid official clurks. To save the expense of a Librarian (concern) [1] being the opder of the day) I was called upon to take charge of the day I was called upon to take charge of the library. I did so I found it in a charm of configure reduced it has hear of configure reduced it has hear the configure of the library. confision—reduced it to comercing that order but found it teching a class of books essen-tially necessary for a Parliamentary library. trainy necessary for a carnamentary mutary, There were statutes, at large, in abundance from the ornest adds of the line, but not a single volume of Carada statutes. As to these, the members would have been entirely these the members would have been extended cestifies, 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 abelyes by our admended to the abelyes by our admended to the charge of the Library, the flating and handing brokes to the members occupied no small portion of my time. In a word I was doing—let. The Law Clerk's mark. The Law Clerk's work. bers of capled no runs.
In a word I was doing—let. The Law Clerk's
work, 3rd, The printer's work, is for his
proof ought to have come to me on a clean
sheet, and not for correction. S. The work
of the Attorney General. 4. The work of

ending :0 the hason, was present at the time. sen the deed, which the latter this by his mother's instrucmay be true. His account of warles somewhat from Green's: must give fail credence to the the letter written at the time by Green, who is and was perand in may connected with His statement made as the swears that as made then it trath-is more reliable than willness pine Astra witer courred. I thick, theo, that ra finding a regletered title in L Pinnock, and finding her and la possession under it, and unfrom them or from Mr. John. so appearing on the registry, ng heard anything ca'culated to as to Pinuook and wife's disturbed in his registered which, as I understand the his Court, not merely suspicion, estructive notice, or any notice ual notice, shall not avail.

The Mount Forest Eximiner
Bayley, of the township of
ple of weeks ago presented her
a trile of time daughters, all of
tolong as well as could be
The fortunate Mr. B. should
are exited, as this, we are inis first addition which has been
family for six years.

EATH.—The Lindsay Post says: if For, an old and respected renty. It died suddenly last week under circumstances: The roof of his is 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 take found dead a little after, from a and excitement it is supposed, "

LAY SECOND FIDDLE.—The Cornsider, in reference to a rumour y the Picton Times that Mr. John abound was on the eve of onter-Dominion Cabinet, says "there ightest cause for fear on the part emporary that the Premier of 1 accept a seat in the present oil." Should Mr. McDonald enter concil it will undoubtedly be as a new firm."

THEFTION.—The Quebeo Mercury
P. Valis, shipbuilder, cf Quebeo,
that he has been spoolned dalalasioner in Carada for the Maritition at Harre, and notifying shipd others who may with to faward
I articles pertaining to ship manmake application to him for the
land forms and several becomes
any remire.

IF THE BANKS.—In London, Ont, are willing to advance \$90 in bills 100 deposited for exportation, and itself to be done up in \$100 packtha name of the party depositing tage, English shillings to bekept y are at a greater discount in New a American currency. On small loss will be greater than on the present rate of discount in New gabout the same as hore.

calded to Death —The Whithy says that a flac little boy, fourteen i, of Mr. Semuel Dawes, broken lovering, was accidentally resided pulght by overlunning the cantents, ling teapor on himself. The child latting at the table when he pulled towards him. The little creature of medical skill, (and died twentys after the accident.

rawall Freeholder learns from the rgh Courier that Mr. John Doray, resemble candidate for the representational property of the representation of the repudiated the payment of his account, due at the cities of that page ground that it was for election-reces. The Freeholder thereup in Kennedy, of the Courier, such Mr. d was ren tuited on the ground, vantage of by the ex-andidate, that

est ends to the Helling Stock their capacity can as the time.

Any time he increased two or even threefor and fold.

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

The ire chisand lumber ours would be S feet wide, and of the same length as those on other lines in the Dominion.

The Holling Stock generally will be much reduced in weight, and the company of gravity fewered by the use of smaller wheels thus enabling ours of the width of 8 feet to be advantageously adopted. There are many passenger cars in Enghand on the 1 feet 84 gauge which are 9 feet wide.

The locamolives will probably weigh about 22 tons on S wheels, but should the traffic hereafter require it, locamolives of greater weight and power can be spoiled by increasing the number of wheth, thus adhering to the rule strady manutoned, that no wheel shall have a greater load apon it than three tons. We would specially call attention to the fact, that weight for weight, the icomotives on the 3 too of inch gauge are as powerful as those on the broader gauges.

Careful cellurates have been prepared showing that the average coat of three rail-ways will not exceed \$15 000 per mile, iar-cluding stations and rolling atook, and also showing that a broad gauge railway capable of taking the rolling stock of the Track Hase through the same country could not be coateructed for less than \$23,000 or an addition of 50 per cent to the coat of the narrow gauge.

A broad gauge line exactly similar to the proposed narrow gauge line might be outstructed for \$20,000 a mile-os 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 ninc-tents of the whole treffic carried by the proposed rallways will be sent forward from Toronto by water, the question of transhipment becomes it this particular case of small moment. Arrangements will however be made at the terminan whereby freight of all hinds may be transferred from one car to another without delay—and at a cost not exceeding two cents per ton.

Should the traffix 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—er little more than the cost of a single line of broad-gauge—and such a double line would far excel both is capacity and safety of working a single line of broad-gauge.

The aliernative therefore lies between breadgange lines costing \$23,000 a mile, and nearow-gange lines costing \$15,000—the capacity for trailing a speed not exceeding 20.45.

25 miles being almost the same. The comparative estimate of cost gives above is based upon passing through ordinary country, and in those sections where the difficulties are greater, the increase of cost, if the bread garge were adopted, would be much larger.

The total working expenses of a narrowgange line will be-judging from actual experience—rathor less than those of a broad-gange line, in proportion to the traffic. The cost of haulage, fuel, do, is about the same on both ganges—whilst—owing to the reduction of the weight upon the wheels, and the consequent lessantog of the blows upon the rails—the cost of maintaining the permanont way is railer less on the narrow-gange.

We are, gentlemen,

Your obedlent servants,

OHARLES DOUGLAS FOX, M. I. C. E.

JOHN EDWARD BOYD, V. I.C. B.

Braiseer to the Government of New Brugs-

wick, Toronio, Feb. 15, 1868.

Didn't Know Him. The Oswego Times says :- Horace Grooley lectures - la Little

all I could find out. I will be yet advised avery mail. Mr. Row is very an loss to reinstre is good companies; he has units a good companies; he has units a good arrangement with the Alliston here for Everlish business, if the Court is Chro 77 ere to 18 to he says), but maked by the little with the Causala. I told him 10-12 he of 3-8 the. Now one observation Mr. R. marie Left and the company to pay losses, he send that many of the stretholders were found not to be good, and that others were found not to be good, and that others were found not to be good, and that others were found not to be good, and that others were found not to the all videous that the same of loss all will be paid to the latest that in case of loss all will be paid to the latest that are in, and have been admitted, will at our receive 64 81 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 latter of yeaterday, that in any event the cisimants under policies will have to be paid pro mon with where realizations by dividend of such amount and at such dates as the realization of the assats will permit. The funds in hand will not allow of more than fit SI in the C. man claims proved here (London), on or before the fits of Issuary

Policy holders in the "Western" who, after perusing the above, are still doubtful of their recently, and desire to charge 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. Claimants should forthwith communicate with us, as we purpose forwarding through our own Solindor all claims certified, so as to expedite the payment and avoid the necessity of being referred back.

SCOTT & DEGRASSI, Managers B. N. A.

Western Insurance Company (Limited), In reference to the matter the following communication has been also received from Mr. Elchard Spelling, barrister:—

THE WESTERN INSURANCE COMPANY OF LOS-

(To the Editor of The Globe).

SIR,—It may be satisfactory to polloy-holders of the above Company in Canada, to have the assurances which are contained in a letter which I, this day, received from Measrs. Lewis Munns, Munn, and Lingdes, Solicitors, of No. 3, Old Jewry, Lendon, England, who have charge of the winding up of the above Company on behalf of the cincial liquidation, and at the request of the Canadian agents of the Cempany (Messra, Scott & DeGrassi), I have assented to its publication.

"The form of the liquidation is a volume tary one, under supervision of the Lours, and it will not be necessary to prove debts, "croept in cases where the claims are dis" poied by the liquidators, of which they "will give due notice to claimants when they "have had an opportunity of counidaring "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 disguised, will it be "throusesty to present any orldonos on oath "by affiliavit.

"There is no doubt that the creditors of this Company will receive 20s in the £, and this Company will receive 20s in the £, and this liquidation is proceeding not only and the liquidation is proceeding not only and Town little dividend of 6s 81 in the £. has the liquidators payable on the 17th of this month (February). There will be simple furth for every body within a very reasonable time."

I am sir, Your obedient servant,

MAINTENSON STREET

* King atreet east, Toronto, 17 February, 1888.

The Rad River Nor-Poster says that the baseful effects of the retumption of the liquer Roman by the Hudson Bay Company at Law-

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 licking a class of books essentially necessary for a Parliamentary library. It is were statuted, at large, in abandance from the other side of the lise, but not a single volume of Carada statutes. As to alone the members would have been easiled existincte, if I had not supplied them from my own private stack. This I meet readily did, a few stray copies were, however, I should mention, placed on the library, the nature and handing some house of the Library, the nature and handing some handing of the Library, I a word I was doing—lit. The Law Clerk's work. 2nd. The printer's work: for his preof ought to have come to me on a clean abeet, and not for correction: 3. The work of the Attorney General.

Sir, the Housekesper will tell you how laje at night he his found me at work desk-and without any aid of extra clerks to help me along ; alraqued other univers has 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 applto be ween sent to aid me in the Library Tide led I rates to with much -p sure, for the energy, the tech the ability he displayed; and I take this opportunity of strongly commending him to the patronage of the House, Sin my duties were heavy, but I got through them well and cheerfully; and, the end of the week, all arrears cleare I returned to my country home to recruit my health - 50 breaths a purer stronghere. The time was approaching for bringing down the estimates—the officers of the House to learn their fate. The estimates came down On the list I found the using of the Attorney General for a salary of \$4,000; two salaried clorks, one for \$1,200 and the other \$400; clerks, one for \$1,200 and the other \$400; total Attorney-General's department, \$5,600. The Housekeeper, \$425. The Law Clerk, \$400. Sergment ab-Arms, \$400. I combine myself to be a man of impalse. My indignation urged me at case to threw up my commission. What?—to be paid \$400 per annum for being Law Clerk, Librarian, proof reader, and what not builds. Lagrandre fempers other are do read things. The despect would to my feelings, as a gentleman, went to find, for all the work I had done and was doing my mans on the list for the lawsed to find, for all the work I had done and was doing, my name on the list for the lowest official salary — hower than that of the Housekseper! What could the Atterney General mean by this? Was it a medianted insult to drive me into realignation? Was should he wish to displace me? Was there may other covering my affect? Surely not the mean of with such a mean salary. I felt perplexed. The extinates were to come on for discussion with such a mean salary. I tell perputes.
The sati makes were to come on for discussion that evening (the 13th). There was no time to be lost.— I wrote to the Atterney-General, resulading him of the arduous duties of my office, and the utter landequary of the makey proposed—heplag inacquary of the senior proposes. Region to the control to the lands more reserves that ment. I get so reply the following merning I addressed a second letter to him, arging the necessity of an immediate decision of the recessity of the recession of the recessi ing the necessity of an immediate decision of I should resign. I got no answer, but a verbal memage from him by Mr. Smith, that my resignation was goodpood, and that he had been deputed to assume my plack, having toosived my applications. I from the Attorney General, Into his hands I therefore its mithous and the manufacted in mithous and the manufacted in mithous and the manufacted its mithous and the manufacted its mithous and the manufacted in mithous mithous manufacted in mithous man Attorney General, Into his hands I therefore resigned it, without one line, one word from him in explanation of his entraordinary son duck. I then addressed the following to the Spaaker. "It Pet's 1868. The Hen. I "Stavenson, Eq. M. P. P. Mr. Spaaker." In consequence of the land quarte maintained to the office of Law Clock, "have been under the necessity of isoderle." my resignation to the Henry (military letter to the letter) before the letter (at the letter) and the letter (at th their face to the state of the

afore the meeting of the it was given out that Dr., a Unionist, would be the adidate for the Speakership, as support of the ministerial lies Botaford, of the County land, was suggested by the

journals as better fitted for Mr. Botsford was through-intensit, and was twice electrocal and on the Smith ticket Inion struggle. His election erable is a little remarkable, at it may be taken as an inditia issues 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 surcaying its expenditure for the solution. It begins to appear probaach Province has more money arposes than is absolutely rethe subsidy from the Dominion by have been made considerably Certainly, the special subsidies in at the London Conference by experience to have been excusable.

NIAL ANGLICANISM.

n Anglican Synod passed over fly, and after it 'sad issued its it might have been hoped te been no more heard of. There la, however, more life in it it credit for. Its various comlave reported, and though these were only received, not adopted, journed meeting, they seem to forth a plan of Colonial Church ration which may give rise to not discussion. It is proposed to a sort of hierarchy of Synods, Provincial and Pan-Anglican, not almply for the government urch but also for the maintenance dty in faith and discipline among ral branches of the Anglican Com-The Diocesan Synod consisting Richan and Clergy of the Dioce presentatives of the laity," is, of to be the unit of the organization. rence to the constitution of this while the number of laymen to be d is not specified, no olergymen mallowed to sit in Synod except the are recognized by the Bishop mg to the rules of the Church in bosse, as being under his jurisdic-

vote is to be taken by order, when isd, and the consent of all the orders is made necessary, according plan, to the validity of any Synoviscialon. In other words the Bishop are an absolute vote.

Provincial Synods are to consist of lahops of a Province, and representation the clergy and laity of each additionally of the concurrent amont of all in way is to be necessary. Then, that, would be, if the structure empleted according to the ideal, the langlican Synod as a permanent insti-

THE BATTLE OF THE GAUGES.

nothing to do.

TORONTO, Pobruary 18th, 1868.

Our attention has been called to a state; ment aigned by Mr. F. Shanly upon the subject of narrow gauge railways, and, as it is evident that that gentleman is under tome misapprehension with reference to the arms character of these railways, we would enhance the following in reply:

Alarge amount of practical information has been collected with reference to there rallways and embodied in the pamphlata which 'Ayo been published, and this inforration coming, as it does, from such mea as Mr. Carl Pinl, the Englacer in Chief so the Norwagian Government; Major Adelakold, the Kariger is Oblet to the Government ; Sir Macdonald Swedish Stephenson, so largely connected with Indian rallways ; Mr. Fitzgibbon, Engineer-in-Ohief to the Covernment of Queensland; Mr. Edward Woods, consulting Engineer to the Chilan rallways ; and Bir Charles Fox & Sons, consulting Engineers to the Queensland Government, is in every case based entirely upon actual and extensive experience in the construction and working of these rallways.

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

Mr. Shanly appears to think that narrowgauge railways have only been adepted where sharp curves are necessary, the fact being that both in Norway, India, and Australia, they have been constructed for considerable lengths through easy tracks 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, Gray and Bruco Railway is, as ata'ed, of such a character "that no advantage is to be gained by r.sorting 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 embled to rifled 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 case that Mr. Shanly gives the cast of the rolling atook 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 surveys of the intended rouse, and the ngures are as follows.

COST PER MILE, 5 PERT 6-INCH GAVGE,

to reciprocate the kindness and mark their appreciation of the efforts of the amateurs, lavited them to a sleighing party, which took place at McBride's flotel, Eglington, last night. The company, numbering about forty couples, spent a happy evening in single daucing and similar ammagnants, returning to the city about half-past 3 am.

ONTARIO GLEE CHOIR CONCERT.—The Ontario Glee Choir will give its second grand converte on Thursday (to morrow) evening, at the Music Hall, and if the singless and playing be equal to the style of solections, it will be a good concert Indeed. The programme promises two grand orchestral works by the 17th band, soles, duntix and chorusus by Mendelsecha and other first-rack composers, including 'If Henry Bishop's fascinating 'Tyamp Chorus,' suppried to be sung by an army on the march, with a prayer (suprame sole) rising awestly from the mass of sound, floating in the air for swhile, then awallowed up and to solect by the excited vetors of the others.

REUNION —A very successful tention took place list night in the Parliament street. Primitive Methodist Church. The church was crowded to excess and the precedings 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 Meidames Hurst, the Misses Wilkinson and Messys. Thompson, Wightman, Patterson, Martirdale, Mutton and Kent. A part of the Adelaide street choir, under the leader, ship of Mr. Coates, added vary materially to the smooth of the header ably filled by the Rev. Jas. Figar.

NOVA SCOTIA AND NEW BRUNSWICK FISHERMEN RE-LIEF FUND.

Amount collected b . . \$3,635 92

do do Jas Headley
ac. W Santh Co.
do do R Dr.
nloga ac.
do do W Mohlurrish ac. Jezgle Katchum
Lodge

Lodge J Borall ac

do do J Borall ac

John Ward

do do Mr Beardmore

ar Mr Petrr

do Go Yarker

\$4,620.5 an hand \$2,120.57.

O J CAMPBELL,
-'i reasurer Nova Scotia Relief Fund,
'Coronto, Feby 18, 1868.

SPECIAL TELEGRAMS,

FIRE AT WHITBY,

WHITEY, ONT , Feb. 18.

At 10 o'clock last night, the Glandha Homestead, a fine brick building about two miles from Whitby, coorded by Mrs. John Dow and family, and also Mr. John Thompson, was consumed by firs. Faralture mostaly 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.

8,800 00 five o'clock, the insane woman Weaver, conficed in gual three for the murder of her five children, hauged herself to the grate over the cell door, and when discovered was antirely lifeless. A few days aloos, one of her former neighbours, a German, visited

engagement to Mr Oglivy heat the temperature with a situation of manager of the Crews arms Hotel. There was no doubt as to this fact, and the jary, fairly enough, assemed fact, and the jary, fairly enough, assemed the damages at treive hundred pounds, which will searce to the young lady, anthous of a much lest flightly temperament than the Bruco Oglivy. To institute an artica far breach of promise it is necessary than the breach of promise it is necessary than the breach of promise it is necessary than the grain. Mr Oglivy took this unitarity step and its April 1866 married Mines Sarah Buyllo, daughter of the late per opens. All the Jawish arrangogue in Birmingham. However, it another romands of the prerage. Use case only hope that after these videntiance is his early carser, Mr Bruco Oglivy will sober down into a steady young Soutchman.

A few days pro an old frish member of pullament and landed proprietor, mentioned a curious fact illustrative of the anomalias of the Irish Church. He is himself a Roman Oatholie, and the proprietor of a patha which is not lakabited by a single Frome-land, and which is not lakabited by a single Frome-land, and which you have been proposed places of worship, yet he pays tithes to a clergyman whorlings in another padab, and who pays the forms no duties whatevey for the good remains which he receives every year from the land has been called a participant. These anomalies have produced the very worsh effect between the members of the rival communication.

I am very sorry to may that no clear has you been obtained to the whereshouth of the mindegolergyman a brother of the lamented of the interest who are the representatives of an old Semerastabler Jamily, and tives of an old Semerastabler Jamily, and tives of an old Semerastabler Jamily, and tives of an old Semerastable. The reward has been increased to five hundred pounds, and has been increased to five hundred pounds, and the sound perpetrator of violence. He was the sound perpetrator of violence. He was which he were at the time has been ploked up to Birdeage walk—that long read extending from Backingham palace to St. Georgie attent, which he was as favourite a resort of dulling gian era, was as favourite a resort of dulling at the river terrace of the Tulletias and the forest of St. Cloud are now. The discovery of Mr. Speke's hat is positively the only straight of information concessing him which the price have gained since his mysterious dispaperances.

This budget of unplastant somip is relieved by the absolute refetables of the story of Dr. Livingstone's marger which was to crusily invented by the Johanna natives, to hide their own missons conduct in descriting him. Mr. Young, who commanded the expedition, is only a warrant officer in the navy. If the Admirally were not bound hand foot by red tape of more than ordinary strength, they would for once, in a while, waive all foolish citiquatic, and give while. Waive all foolish citiquatic, and give while. The property of the commence of the past.

Mr. Tonnyson is to receive two thousand guineas for writing twelve short poems for Mr. Strahau, the publisher. The poems for half at the rate of ahout belf a guinea a word. Such is the value of a reputation; for some of our poor poets think that they could write versee almost as good as those fow tame lines is Osca a Week for which, it is said, Mr. Tennyson was pald a coul hundred, The public appreciate genius, although its interference cleveland, of Ohio, Tupper is fpat in the front rank of English authors.

Sir Eimund Head is deal. The event was quite unexpected. You know motion this owner than we do here. As Governor the Hudson's Bay Company, he must have felt a great deal of respectability decice the last few years.

American Despatches

ARRIVALS PROM-EUROPE.

B(SION, Feb. 18—The stramble at Tripoli," from Laverpuol, (Feb. 4) via Querre tows, (Feb. 6) has arrived.

PORTLAND, Feb. 18—The stramble Peruvian" has arrived.

HAYFL

re been no more beard of. There r is, however, more life in it st credit for. Its various commars reported, and though these were only received, not adopted, ljourned meeting, they seem to forth a plan of Colonial Church ration which may give rise to not lizeuzaion. It is proposed to a sort of hierarchy of Synods, Provincial and Pan-Anglican, not simply for the government urch but also for the maintenance ity in faith and discipline among ral branches of the Anglican Com-The Diocesan Synod consisting Bishop and Clergy of the Diocese resentatives of the laity," is, of to be the unit of the organization. rence to the constitution of this thile the number of laymen to be d is not specified, no clergymen e allowed to sit in Synod except ho are recognized by the Bishop ig to the rules of the Church in scose, as being under his jurisdic-

ote is to be taken by order, when ted, and the consent of all the rders is made necessary, according plan, to the validity of any Synon scialon. In other words the Bishop vo an absolute-reter

Provincial Synods are to consist of hops of a Province, and represenfrom the clergy and laity of each of the Province, to vote also by or and the concurrent assent of all in no way is to be necessary. Then, that, would be, if the structure empleted according to the ideal, the nglican Synod as a permanent insti-. This it is acknowledged, could not coent circumstances" be formed, for ch assembly would be competent to canons of blading authority, or to obligatory definitions of faith. In mantime, then, it is suggested that such conference or congress should ld periodically, as that which met ear at Lamboth, with the additional nts of lay representation, and the mity so far of its proceedings.

a judicial system in connection with arrangement is of a overesponding ster. It proposes to require from clorgyman "in all branches of the urch, the government of which is determined by law," his signature leclaration that he will obey all the and regulations which have hereo been made, or which may from to time be made by the Dioceand Provincial Bynods, and forthwith sign his appointment when sentence privation has been passed after due aination by the tribunal appointed he Synods of the Province and Diotor the sale and remain the sale. als proposed machinery; it is saugof that there should be constituted a minery existing tribunal to which

Mr. Shanly appears to think that narrowgauge railways have only been adepted where sharp curves are necessary, the fact being that both in Norway, India, and Australia, they have been constructed for conditionable lengths through casy tracts of country where tharp 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, Gray and Bruce Rallway is, as atated, of such a character "that no advantage is to be gained by resortis lug to curves of radil 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 adoption of sharp curves on a portion of the pro-

We cannot at all agree with Mr. Shanly's comparative estimate, which must be based upon an insufficient knowledge of the facts of the ouer. It will be gives the seen that Mr. Shanly cost of the rolling atook upon the narrowgauge, 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 facin.

We have made independent estimates of the cost of the two roads, based upon our experience in other countries, and upon surveys of the intended rouse, and the ngures are as follows !-

OCST-PER-MILE, 5-FEET-6-INCH-GAUGE, Land and land damage, clearing

and fanoing. Superstructure, including allowance for aldings.

Grading masoars, bridging and enlyerts, roal and farm cross. 5,500 00 1,000 00 3,000 00 2.000 00 Singenoics.....

\$22,550 00 Litting growth was a service. COST PRE MILE, 3 PRET 6 INCH-GAUGE,

Land and land damage, clearing d and land same allow allow b,500 00 Buperstructure, including allow-ance for aiding.

Grading, masonry, bridging and enlyering road and farm cross

3,300 00 tegs, &c 1,000 00 Bayonga 2 000 00

\$15,050-00

Shewieg the cost of the narrow gauge to be SID, USU UU per mile; and of the broad gauge, \$22,550 00 per mile, or an excess of 50 par cent, over the cost of the other road.

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

Mr. Shanly gues late a long argument to prove the trains, that "the greater the set led carriedon one gain by one engine, the less the coat for the "We cannot reder than it feature it appears to be based upon the tire mischarhotton that the religible of the Location and the Rarrow gangs is limited. The fact is, there heavy trains can be were.

BRUNSWICK FISHERMEN LIEF FUND. Jas Headley do ac. W Smith & Co..... 5 00 nings ac, Miss Badenach.... do rich ac. Jessle Keichum Lodge J Boxall ac do 63 70 do Ger Yarker. 5 00 802 15

\$4,620.53 \$2 120 57 Balazco on band O J CAMPBELL, Treasurer Nova Sootia P

Toronto, Faby 18, 1868. SPECIAL TELEGRAMS

FIRE AT WELD WHITHY, ONT Feb 18.
At 10 o'clock last night, the Class

Homestead, a fine brick building miles from Whitby, occupied by Mr. John Dow and family, and also Mr. John Thompson, was consumed by fire. Faralture mostly saved. Value of premises burned, about \$6,000, on which there is insurance to the amous of \$2,000.

INSANITY AND SUICIDE

PEMBROKE, Feb, 18.

Yesterday afteracos, between lour five o'clock, the losane woman Wraver, confixed in gant here for the murder of her five children, hauged herself to the grate over the cell door, and when discovered was entirely lifeless. A few days almos, 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-lestruction.

OHICAGO MARKETS

CHICAGO, February 18.—Flour dull and massived; spring extras, \$3 75 to \$10 75; fall extras, \$13 50; Whent quiet and firm. Ourn steady as 781 to 781 for No.2 Outs dull at 55 to 56; Barloy quiet at \$15 05 to \$2 05 for No.2. Byo quiet at \$15 05 to \$2 05 for No 2. Bye quiet at \$15.05 to \$15.05 for No 1. Hers pork membrally advanced at 25c to 501; live bogs advanced to 15a Receipts 3800 bris Flour; 10,000 bush light at 15a Receipts 3800 bris Flour; 10,000 bush light at 15a Receipts 3800 bris Flour; 10,000 10a to 15a. Recoipts—3, 200 bris Floar; 10,000 busheli wheat; 77,000 do cern; 15,000 cats; 1,800 dressed hogs. Shipmants—5,500 bresidens, 10,000 bushels corn; 2,000 do cats; 1,800 dressed hogs.

GOVERNMENT SECURITIES

New York, February 18.—Governments teady; 5-20's reg. '62, 1071; do comp '62, 1111; do comp '63, 1031; do. comp '65, Jan. and Jaly. 1071; do. comp '67.1081; 10-40s, reg. 1011; do. comp 1051; 220s, 1071.

CALL OF THE REV WILLIAM COCREAMS, M. A. of Brancood Tag First Proby terian Cityeli Belga, U-ic have given a granifious call of the Roy William Common M A, of Breatford, to the pastoral charge of said congregation ... It will be featured of Mr Cochrane received but declined a call to NO CONTRACTOR AREA IN

gian era, was as favourite a resort of duellists as the river terrace of the Tullsties and the forest of S: Cloud are now. The discrease of Mr. Spoke's hat is positively the only dump. pel'es have gained since his mysterious disapprarat co

This budget of unpleasant goming is reliaved by the absolute refutation of the story of Dr. Livingstane's murder which was to cruelly invented by the Johanna natives, to hide their own missons ondoor in deserting him. Mr. Young, who commanded the expedition, is only a warrant officer in the navy. If the Admirally were not bound hand foot by red tape of more than ordinary atrength, they would for once, in a while, waive all foolish citquette, and offer while, waive all foolish citquette, and offer If the Admiralty were earned. But unfortunately the age of miracook the coment oles is pust.

Mr. Tonnyson 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 ball a guineas for buch is the value of a reputation; for the property of a property of the control of th

Sir Elmund Head is deal. The eve was quite maxpacted. You know more the the Hadson's Bay Company, he mant have felt a great deal last fow years.

American Despatches.

ARRIVALS PROM EUROPE

B(Bron, Feb. 18 - The ateamship 41 Tri-kli," from Liverpool, (Feb. 4) via Queens. tows, (Feb. 6) has arrived, PORTLAND, Feb. 18—The Steamship Peruvian" has arrived.

HAYIL

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.

Naw York, Fab. 18 -The Herold's Wash ington telegram says, private advices from London atta that the receipt of intelligence from Mexico, that the Government descrimined to repair at it dable of foreign conn. tries except the United States, has given rise to intense indignation on the part of the Esglish Government. The rector sanighed by sterrice for the adoption of such a course is revenge upon the autique of Enrope for is revenge upon the nations of Europe for the recognition of Maximilian Regime however not having followed the rest of Europe in this heavy proceeding is consequently doubly affected by this new consequently doubly affected by this new Mexicon policy. The Government, it is said, is no werfourly contemplating the fitting on of a fiest to take possession of the ports of Mexico and hold them until satisfaction is given. It is thought this one be done with out infringement on the linguist document in its contemplation will had be permanent in its matters, and door not contemplate the sequilibrium of the permanent in its matters, and door not contemplate the sequil Apply (na) par TV Con parameter in the land of th

नावन स्वाहित । अस्त्रीह

Violetimes, Vol. 18 - 240, David Cornelling

lay them before hem during a sesand December. require a far longer sir accounts ready, h June, 1867, ware te House adjournhough, of course, rio are a simpler o chance of their es or lour weeks. Government ears in operation, become more extenthan they are just were closed on the with the Dominion be ample time to z before the most in October or Noid be some advane fiscal year of the th that of the Do-

NSWICK

pening of the New ire made strong nent, and the proegislature seem to will really provail f the affairs of the -members make retronohment, and, committee on conorted in favour of the direction of mmend the restrictvilege to the correibers only. The is to be reduced and mbers have hi herto of raing at public ger to be allowed. to be officially rederable sum will be It is also proposed reduce the number Legislative Assembly ad the number of rs from nine to five. ist New Brunswick -five -Ministers rat we question the g the legislative body Brunswick, though e hundred thousand ed deal of space, and ded into "fect ons" than the present satisfactory represenvarious interests and

islature is the one June, 1'466, when the seeds and the entilut about one-third of ed last year by the Senate and the elecof Commons of the tions 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 heavier style of engine, calculated to draw regarded as the tribunal of last resort, from whose decision there would be no

In what lies at the bottom of all this is there anything amiss? It seems like the first effort towards something of the nature of autonomy and sectual Church Government. We say nothing at all of the more details of the plan. These may be wise or foolish, practicable or the reverse. What is noticeable in the suggestion is, that it recognizes the Church, in the acceptation 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 Colonles 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 transmelled in its solion as the English branch, from Its connection with the State, must be. Such being the case, why should it not, so far a dit is free, regulate its own concerns in dectrine and discipline like other chur ober ! We can see no reason why. And why cape cially should rot some effort be made to melays bearingcoor a ovad of decirine a bald and taught by the clergyr son within its pale? Its present 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 paving the way for clerical tyranny, but there is no reason for its complaints, 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 Cotenso scandel le sufficiently notable to induce 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 evident 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, 28 hadawed forth in the reports referred to -all which seems necessary is to agl ate 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

ed with advantage upon the Narrow-gauge as upon the Broad. Mr. Shanley says that the Colonial Church—and that this should be larger loads, does not term 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 constantly used on these Hons in Queensland.

As the estimate of the increased cost of the Rolling Stock is bated upon this missonception, it falls to the ground, the fact being, as Re can feelly that from its below lighter, the costly than that on the Wide gauge of Canadity.

Apart from the fact that the Court de Pamboure, referred to by Mr. chaniy, is a ding Lateupline tedwemes stily, the sad experience of the Careal W wiera Ballway of England which ia 7.00 gasgo, certainly dirnetes ble conc'nation . that " an entine on that gauge will, do three times as much work with leas fr Aas on the 4 St gauge." If this ba sa, 11 s a temarkatie fact that Sir Daniel . TOW chairman, and for many years motive Euperintendent of that comey, should have declared himself so

brongly la favous of the narrower gauge, which is now being laid down on that rail-

With reference to the question of transshipment, as we have ascertained that fully nine-tenths of the produce coming from the interior must, la any case, be transahimed and go forward by water, we quite agree with Mr. Shanly that this is a matter of small ime corlance; and even in the case of through pe sergers and Freight, we colonide with the opinions of Captain Tyler, as expressed in page 99 of his report to the Grand Trank Railway, viz :- " That with some clames of freight it is a very simple and cheap operation ; and it is in fact only with regard to a small proportion of the Knole traffic that it is necessary, or even desirable, to make some arrangement by which transhipment or break of bulk ab al be avoided.

With regard to dr. Shanly's fears that the timate of \$15,000 will be found ismentably instifficient, we have only to state that our estimates are based upon setual surveys. We do- not state what we think, but what we

We have the honour to be, Your obedient servants CHARLES DOUGLAS FOX, M.I.O.E. Of the Firm of Sir Charles For & Sons.

OHN-EDWARD-BOYD, MICE Engineers in Chief to the Government of New Brunswick.

CITY NEWS.

THE QUEEN'S OWN RIFLES are to be inpected to-nig'at, at 8 pm., by Lieut . Col. Darie, A. A. General, who will be accompaaled by I deat. Col. Cassult, A. A. General, Quabec; it is to be hoped that every man will be on parade, and let the Inspecilog of one from Quabec see what spirit animates the volunteers of Optario,

ONTARIO LITERARY SCOURTY, - This Society met last night, in its rooms, Mechanica In siliute—the first Vice-President la the chair. Mr. W. M. Ellists, M. A., read an interesting sussy, entitled, "I am proud to be called a from public funds. Less the bishops and their Irlands do that and succeed; and III., some 2. Henry VIII., Wolsey and then, notwithstanding all the "thunders" Cromwell. The following subject—" Are

London Cori

abondence

Parliament-T'

Queen's Bot A Barone' din a House of Oor tion-B reach of Promise Ca Tha irish Church-Myster Dis appearance of a Ciergy: D: Livingstone-Tennyson

Londin Jan 30 15 The ermion which is now so rapidly prozohing is not expected to be a very or a very important one There wil course, be a great deal of talk about Ire but the Government will probably resist attempts at legislation on the ground nothing should be dose in so importer matter until the new Parliament has an The Alabama dimently which thus far baill so Lord Stanley's skill, is to be a prominent subject of dah strong effort will be made to obtain th peal of the ratepaying clauses of the Re Act; but, as at present advised In olined to think that no regions attempt be made to dislodge the Government a new Parliament has been organized at

basis of household sufferge. The Queen has made up a great he her books for presentation to hospital h ries. This entirely accords with her ga and amiable character as reflected on her pages. A ridiculous story to the time the royal Diary has already reached and latten of one hundred and fifty them copies and plaided a fprofit of ten thou pounds, has been going the round of the The truth is that twenty the ocples have been sold, which at half guinea per volume will el orgree viel handsome profit after all expenses have I pald, but nothing near five thousand pour much less twice that som,

The committal of a baronel lo the fi of Correction for alghteen menths, bard labour, is a sonsational occurrence which, in the laterests of morality, we s well have dispensed, although it foreibly lustrates the impartial administration English justice. The Recorder of Lai who tried the case must have been p acquainted with Sir Calling Eardley and and with many of his friends and council to a recent letter I gave an entline of young man's missrable carrer. To how are better acquainfed with It than I a has long been a matter of surprise meshes of the law. Is is alogular that a any circumstances he should have took to the publication of his bigamous mar with files A'les. The lady however, wi conceted with Drury Lane theatre, concected with Drury Lane thesire, insupports, and the years recognized problems for concerned upon the forbest and of this far is law Mr. Mages, and the great distant New York from London. Foor Miss A way to have a soon awake from the illuster and marriage, was fa atbeadade it seemens last menth, but on the coost the trial, ahe did not put in an Appear Mr. Montague Williams, who defended to Uniting, and said all that could be said behalfed away whose coolest-admits nodeletes, also has thealelest donneou and sis in diffigel des.

You have doubtless Hom. William Bruce Ogilyy, who neeted with one of the mobies an estimable of the aid Seebith families



ngeville Sun n and the Truth lies flet

Feb. 20, 1868

n by cable this week are 13th inst., and it is in a bill to suspend the let in Ireland for a short, of March.

press of other matter, to lay over till our next lings in connection with e new Primitive Metho-its village, on Subbath a meeting ou Monday with other interesting sements.

Lodge of Good Templar val in the Melville Schoo vat in the Melville School ay evening, Feb. 25, at will be delivered on a number of talented excellent choir will be

on the proceedings. The
ad to attend. Refreshryed at 6 P. M. Tickets, be preached in the new

Orangeville, ou Sunda by Rev. W. Rowe, Rev. J. Goodman, an by Rev. J. Govannan, and by Rev. B. Hoyle. On a tea meeting will be held at 6 p.n., when addresses d by a number of gifted rission 25 cents.

all the attention of our Bozzar, which the ladies purpose holding, on Thur. 27th and 28th instant f. 27th and 25th funds for the in sid of the funds for the in Church. A large number of ornamental articles will alle, and it is to be hoped receive the encouragement

WALKER, one of the can-accider at the last-election a delermined to contest the case. Atkinson, Mitchell The case will come before Clambers, at Organde Hall, week. The action does seats of the Reeve and Dathe will not be disturbed

s have been recently held Haifding Fund for the erec-Wesleyan Church in this Parsons on the 30th ult., i18.25; and Mr. Jackson's in Blant 824. Anoth me object is to be given by a on the 6th prox. It is dexan friends bestirred them-The building in ship is far behind the rethe age, and not at all in Linds into the markets the progress of Urango The House went into combit

ly list, while at the and McBride, of Center Kord, it appears that the rope while the bucket, which had about of earth in it, boke when a and fell upon the young out his brains, and killing a. An impact was held on Te. Wur, Johnston, and the pla a verliet in accordance verdict in accordance

PARLIAMENTARE SUMMARY.

On Wednesday, Feb. 5, Mr. Graham of York, in moving that the petition of the Huron & Outarie Ship Canel Comthe Haron & Outrie Ship Charl Corriging to referred to the printing committee, staked shalt this was a scheme for uniting Lakes Huron and Outerid by a calabout \$10,000,000; that the capitalists and leading cities of the United States and feed to distance of the United States and feed to distance of the United States and States of the United States of the States of the United States of the United States of the States of the United States of the States of the States of the United States of the States of the United States of the United States of the United States of the States of the United States of the United

the Government of Capada, would give a grant of ten million aeres of land.

Sir Houry Smith passed the second reading of his Homestead Exemption Act, but in consequence of population the motion was withdrawn.

On Thursdey, Mr. Coyne introduced a bill to incorporate the village of firampton into a town, which was referred to the

pino a town, which was reterred to the committee on private bills.

Mr. Cumbuland involuced a bill to amend the Toronto, Grey & Simcoo Company a Act.—referred to committee on collecter.

The House went into committee of the whole on certain amendments to the Municipal Act. Among other amendments which it is preposed to druke to the act is the ropeal of the clause relating to taxing the salaries of mechanics and arizens in towns, when such salary did not exceed \$600; and it is also proposed to exampt from taxation the salary of any minister of religion, and his dwelling house or parsonaer, not exceeding in value the sum of \$2,000.

Ou Friday, the railway committee re-

orted on the bill, with amendments, relating to the Wellington, Grey & Bruce Railway.
Bills relating to the interpretation of

the statutes, and agriculture, were considcred in corposittee of the whole and am-

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

The bill to extend the Eric & Niagar

Railway was read a second time and referred 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 retition of the Congregational \$5 ion of Canada, praying for the establishment of an asylum for inchrinter, was read and referred to a special committee

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

On Tuesday the bills relating to the

On Augusty the must relating to the interpretation of the standard, orderholding tenants, the incorporation of the Young Men's Christian Association, and to the Wellington, Crey & Bruge rullsley, 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 payed.

The House went into committee of the whole on the bill to amend the assessment act. It is intended to compit so much of the personal property of any person as is chual to the just debts due by him, and give the assertors power to com; el a man to make afficiavit as to the amount of his personal property.

The bill for the extension of the Erie &

Niasara roilway was considered in committee of the whole.

On Thursday, quite a long disension

took place regarding the sale of public stated that the Gevernment proposal to send a staff of surveyors along the coast of Lake Superior, and on the completion of the survey would at once bring the

whole on the bill relating to Bulter and Cheers Manufacturers. The bill was re-ported with amendments, and or level for a third reading on Monday.

On Fridsy the bill relating to ture was adopted in committee of the

Monthly 17th, the bill relating to assessment was withdrawn after a long and uninter-starz discussion, the Govern ment atreeing to bring in a similar men

the Tuesday Mr Wood sulynthal his

TRAMWAY MEETING J IN BRAMPTON.

so much was that that those who cogned to build them had not sufficient capital to invest, and bonds and iscourities were sediont, and sharped her hart of the cost of construction. Railways had been known to be the cost of construction. Railways had been known to be the cost of construction.

A TUBLE metting was lived, in the own hall, Brampton, on Friday excessing at the 14th inst., for the purpose lot king into consideration, the propriety granting a horist to the Orangeville granting a horist to the Orangeville and the consideration and the consideration and the constant of the Orangeville and Constant of the Orangeville

list, the 14th inst. for the propose of taking into consideration, the propriety of granting # hones to the Orangeville Tramway Company. There was a large stendance—over 200 — rattrying of Hrampton and vicinity being present.

K. Chishold, Erg., Reeve of Brampton, took the chair, and explained why he called the meeting. He said that a proliminary meeting had been beld a law evenings ago, at which a revolution had been passed, asking the Reeve to call a public meeting to take into consideration the propriety of co-operating with the Crangeville Trammay Company. That underling asked him (Mr. Chisholm) to invite a dolegation from Orangeville to be present at the proposed meeting. He had sont an invitation, and 4 delegation, consisting of Messre; Julil, Rolay, Anderson, and Wheeleck, was present, and whell address the meeting, showing the political in which the Irramway undertiking was af present. Its prospects, &c. He bespoke for the delegates in attentive hearing. Chypiaush. 2

Dr. TROTTER, moved, seconded by J. Cummins, Ess., that the deputation from Orangeville he may be and — Curick.

The CHAREMAN celtical upon the first preserve.

The CHAIRMAN colled upon the first ejecker, a Mr. JOHN FOREY, who said he had not come to Brampton with the intention of language and the propose of hearing the options of the people in regard to the Tranuvay. The people in regard to the Tranuvay of the people of Brampton must have formed some opinion of the marits of such a road. Ever since behade chose to Compeville he land felt they measify of a better, mode of communication belong catabilished between that village out Brampton and vicinity. The result of the people of Brampton and vicinity. The result of the people of Brampton during the matter at that the was because they were in the mitter out thouselves in the matter at that the was because they were in the mitter out thouselves in the matter at that the country town; and the reason why a roal has fur been built before this was that the public mid-had been directed different objects the bound of Crausea yorl last not been built before this was that the public mipd had been directed it different objects—the people of Octung-ville agitating for a road, and the propie of Brampton agitating the question of their county town. He was glad to see, now that the public inhal had sixtled down, that tiffy had commenced to think of impriving their puole of communication. He considered a line of road between Orangaville and Hanapton of great importance to both places. He spoke of the axixity of the Toranto men to secure the trade of the back townships, analysis if it was considered of such great importance to them, if was cinally so to the people of Brampton. The Toranto people knew that if the Central railway prevent of the people of Brampton. The Toranto people knew that if the Central railway prevents that the Central railway prevents the standard of grain Acc., would be poared into their markets, and hence their streamment efforts to prevent its construction. He spoke at appoint and the considerable length of the importance of good means of communication, and said that when roads were wanting throat was aloned the roads was stoppage of continuous and stignation to business. When his first commenced to agitate the Tramway he had located at it in somewhat of a will-hight—as a mere local mystes,—that bunch a road would be of great advantage to Orangaville and a great mystry to Brampton; but visce that time he had learned to look at it in a different way, and kake into consideration the large amount of trade that would be created from the back townships. He considered that the line that to he specially a Braditon, a wholesale business would be established when the road was built. He spoke at some length of the proper of rout of the Tramway, and paid that to he place to the proper of the Tramway and paid that to he place to the proper of the trade that the lack townships, the same length of the proper of the trade of the proper of the trade of the proper of the proper of the proper of the trade was not there with the trad

of the ratepayer.

Dr. Thurrish—What effect would regrant of that kind have on the next elec-DR. Thorrest. What effect would a grant of that kind have on the next election? (Laughter).

MR. Folze, said ho scarcely understood what Dr. Thother meant unless it was to insituate that the man who veted for that bonus would not again be returned). All he had to say was that the man who did vote for each a sain. (Laughter. With regard to the putting of engines on the line, he for one ivould be very glad if it could be run without stam, still it could not be done. Another power the Aot gave thent was the privilege of running on the lat Line welt.

R. Broney Ess.—Why don't you run your line down the Center road?

MR. Folzy onledded by repeating he was glad to set that the feelings of the people of Brampton were undergoing a change, and hoping that by their aid the road would ge in to a successful issue, and that then Hrampton would be benefitted to such air-extent that every day would be same with them as a fair day. (Applause).

Wellington, Groy & Bruce railway took that, and a great many of the debentures Wellington, Grey & Brace railwey shot that, and a great man, of the debentures had been deposited aiready by the sownahips intergeted in that road, and he wandow to the wander of the town where the income was to come from. All the people of Orangeville and surrounding country wanted was to get to the Grand Trank, and it made ditted difference how they got three, as long as the end was a stationed, Abliem had offered great inducements to them to cross by Bolton Village, but they had declined. The matter resolved itself thus as a road must be built, or we must go in with the Central. All were sensible enough to get the facility, and set accordingly. (Applause) adoat, and abarical has personal construction. Railway's bad been known to cost as high as \$80,000' and \$100,000 a mile, brit, that was only in those places where a present seal of bridging and etcavation had to be done. Mr. Wheeleek, the surveyer of the Term road, was present, and could tell them as to the proposed reute, and that he better treaty two miles could be found for the construction of a railroad than that between Orangerilla and Brampton. What the tion of a reitroat than that softweet by angerilla and Hampton. What the Tramway Company wanted to do was to construct a pheta pard unexpensive line of of road, and the probable sum which would be required for its construction would be from \$80,000 to \$100,000.

construct a quark and the probable sum which would be required for its construction would be from \$80,000 to \$100,000.—
\$22,000 of this was shready provided for, and if Brampton would give them their countenance and sid, the road might be graded nearly year, and it operation the year after; and if, after the road was the property of the provided for the road was the provided for the road was the provided for the communication with Toronto in more than one way, and also connection with the city of Hamilton, they would find the people of Orangwille both ready and willing to push it breward, and be doubted more fit this was consummated. Brampton would become a place of very great importance. He referred to the ammentages which Brampton would derive from the hineress of tried, 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 \$6,000 a min far the ten miles to be built through Caledon; when the matter of \$10,000 caused so much difficulty sireally. If the people of Brampton, wanted to increase their trade they should take up the scheme heartily, but it was not for him to say how much they sought to give the siread in the form of the property of the scheme heartily, but it was not for he would leave that question with themselves, but thought \$20,000 or \$30.000 considering the advantages which would be derived. If the decay that there is not the would be derived. If the decay the there to hear and not to speak, and would take his weat. sixten years. Mr. Jull and others had gone to Owen Sound that length of tima age, in reference to such a project, but could not at the time accomplish anything. He paid a high tribate to Mr. Poley, and said it was through his cflorist that the present scheme had taken the hape it now aspungs. He had by shis untiring porseverance and fundaminable energy succeeded in getting a charter, for the road, and such a charter, and now we have no less than two milet of it graded. When we were asked to come down here we expected that Brampton down had 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 defeat agare whe're that month is suit. and not to speak, and we have a weat.

J. P. Cushi is, Esq., naked Mr. Foley what was the difference tween a remmay find a suitway?

Mn. Forey—The difference was merely in the name so far as regarded the road in question. This road would be as much a railroad as the Grand Trunk test and engines would be used on it. itself, and engines would be used on it.
Robt. Broody, Esq., asked if there
were any railroads in Canada constructed at the price he (Mr. Polex) had mention-Ma. Folley Yes, we should always

Mn. FOLEY-1-12; we should always stick to British precedent, and he should have mentioned the St. Lawriges and Doliette Railway, that road was ponatructed at \$4,000 a lmid, and it lay shrough a holling country, but the soil was-sandy and not difficult for excavation.

a yolling country, but the soil was sandy and not difficult of excavation.

R. Broddy, San.—Does your charter allow you to put an engish on the road?

Mr. Foley—With regard to the difference between transway and railway, the terms were douvertible; and might be used at pleasure. The charter which they had received from Parlyament priviled that they might use stans, electricity, air, or any power or combination of powers, as a propelling force.

Mr. M. M. ELLEDTT—What is, the length of the St Lawrence read?

Mr. FOLEY—121, milet, about one-half the length of four proposed roads.

Mr. FOLEY onsidered that the Bill incorporating the Transway Company was the hest ever palsed by any Legislature in Canada; not only did it give the powers already mentioned, but it give the Municipal Councils power to grain \$10.000 to the road without the consont the Municipal Councils power to grant \$10,000 to the road without the consent

and not to speak, and would take his

the position, and set accordingly. (Applause).

Mr. JOHN ANDERSON was the next
salled on. He had not much to say about
the Tramway, as they had siready heard
Mr. Foley and no matter, what was done
to, Foley or where he went, he slwsy,
turned up "tran." He was not going to
picture before Brampton a beautiful future to originate from beastite, that wars
to accrue from this read. It would-be
out of place for him to, do iso, coming as
he did from the "back of, nurries." He
believed a road was wanted, and had been
wanted and striven for those least fifteen or
sixten years. Mr. Jull and others had
gone to Oren Sound that length of tima
ago, in reference to such a project, but go in nearmy with the sengence of the Transway, he would funtantee that they would find ready hands and hearts to go to the different municipalities, and help to defeat overy by-law that might be submitted for a bonut to the Central Road. He instanced the Township of Mono, which only defeated the by-law for a bonus to the Transway, by the small number of six votes. He said that Orangeville was looking out for her own interests, and as the "grab pame" was going on, the beat thing that Brampton could do, was to have a finger in the ple. It was now with Brampton to say whether it would go in for their advantage, and promised as fair for their advantage, and promised a present on their way to Toronto (aithough Mr. Jull might say he was going to Orkville) 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 juilt within two years, and touch at Orangeville. He concluded by saying that if this meeting was to pass a resolution in favor of the road, and promised co-operation, and something tangithete show that they were in earnest, there was not teling what effect it would larve in preventing the obtaining of the Central Ruad Charter. (Applause).

Mr. Wheelder, E. B. & Che Gelder of the Credit of the Central of the Central Ruad Charter. (Applause).

said, in reference to the route of the road already commenced at Orangeville, it would run down the valley of the Credita from Church's Falls to the forks of the Creditand then in the direction of Brampton by the 1st Line West. He considered it a splendid reduct for a railway, as in the first nine miles there would not be prost then, 9 000 entity varies of excebe more than 9,000 cubic yards of excabe more than 9,000 cubic yarus of exci-vation. He did not believe that the line surreyed for the Central was practicable, as he had travied the whole of the Caledon mountains, and considered that the oply pass, suitable for a road was that made by nature at the forks of the River Cre-dit. He did not think that the road would be built on the route proposed, but farther west. He epusidered that if the Central Road was built on the royte proposed, it would you in Bramphon.

the Central Road was blift on the route proposed, it wouldgrain Brampton. Ms. Chriscott was first called on. He said he was not a public reacher, and had but little to say. All he had to say with that if Brampton wanted a road this was the best chance they would ever have of

that it transport would ever have of accuring one.

John Hagger, Esc., was next called qg. He said he had always been in factor of the Transway shee it was first mentioned, and he had been more impressed with the necessity of such a road since he had travelled in these back toweships. He had been tooking around him which back there (as he laways had an eye to business), and had come to, the conclusion that if we did not take advantage of this market for our various kinds of manufactures, it would be our own fault. A person who would take notice to the teams which leave the railway takind any after day, with different kinds of manufactures, would come to the conclusion that if Brampton liad a railway to the region where the machiness are going e had been looking around miness), and hid come to the titler (as he always had an incess), and hid come to the that if we did not take advantage and the person who would take notice as which leave the railway at an another than the construction with different kinds of fixer day, with different kinds of fixer day, with different kinds of the conduction of the conduction

and the Central Railway people "figure, and the Central Railway people "figure, and the Chartest and the Central Railway people "figure, and the central Railway people and

and the Central Railwry people "flashs it out." He understood that he is the contract of the c

Tranway, if carked ont, fould not injuro us, but if the Central solleme was pushed to completion, it would rais us—cut away our trade, and leave us completely isolated in a certain sease. He thought that this scheme should be oncouraged by all means, (Applaises).

BANUEL PATTERSON, He'le, said the had never heard of a railway being built for \$1000 s mile before, and along with that; power to run on the first Line, Chinguacous, (Laughter). He said there were certain seasons of the year in which the deep zuow would make it impossible for horeas to draw the cars.

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

Min. PATTERSON—The bill says nothing about the steam of a locamotive. He contend that the railroad would be of no benefit to Brampton, as the only traffethat he could see was an occasional farmer rels of galf in their waggons or theigh, a to the case sinight be. Spine coust free difficult to the contended that the railroad would get a clear rels of galf in their waggons or theigh, a to the case sinight be. Spine coust free difficult the had no doubt but what they contain the bad he monitored the seculation ter, but he had no doubt but what they contain the could be considered the seculation.

doubtful firthe Central would get a churter, but he had no doubt but what they
would, end he considered the speculation
of the Trauway would be as poor a cone to
Bramptqu as that of the Grand Trauk
Mu. \$\$. \$\$. Witson spoke at considerable length of the Port Hope and Linnapy railread, and said that place had been
built up ht the cropuse of smaller villages
as short distance remixed from the line.—
The question should be, will the building
of this Trauway stop the construction of
the Contral, and if such was the case he
would sell, but all means Brampton should
go in for \$\$.

Ma. Wheelook spoke of the probable

goin for R.

Ma. Where costs space of the probable effects such a railroad as the Central would have. He thought that Caladon would not present that Caladon would not present the contral when it demured to much at paying 610,000 to the Trailway. He believed that if the Trailway. He believed that if the Trailway. He believed that if the Trailway were built, if it did not step the construction of the Central it would alter its course very considerably.

not stop she construction of the Central, it would alter its course very considerable.

J. P. Gurwifes, Eeq., soid he had a recolution here which he wished to move. All present would agree that the interests of both Dyangeville and Brampton in this matter were exactly significant. He soid he would have been function in this matter were exactly significant in the result of piet was old ratio and the would have been functioned in the result of jet was old ratio in the present of a good magnetonized read, but as that object was old ratio in the present of a good magnetonized read, but as that object was old ratio in the present of a good magnetonized read, but as that object was said that if the Central Railway was constructed it would cut of a great prottion of our trade from the would have been dead to a good the read of the read of the read was held to be for the benefit. He believed the Tramway would be of great a feature to them, and by that mean people would be induced to come there who never came before. It had been sightered there the form that the traffic would first New them, and by that mean people would be induced to come there who never came before. It had been sightered there the form that he traffic would first New them, and by that mean people would be induced to come there who never came before. It had been sightered there the form that he traffic would first New them, and by that mean people would be induced to come there who never came before. It had been sightered there the form that he traffic would first New them, and by that mean people would be induced to come there who never came before. It had been sightered there the form that he traffic would first New them. The was it isk they had to run, and be. Eye to the traffic would first New them. The was it isk they had to run, and be.

After havi m Oranget derive from i

1 John Devi. who c 2700 000 by quired by la heen convict A San Fr

ends, by the shall propel An attem and profitle vision in th

fendant's la the suit-The Bay that part o deer to the ty of the are more p tremely r ing to the

coals of sui

considere voted se : Writers office den tinue the has dete factoria of all size be sent t dred are if not ca re mailin

> age. The made k sien-box walks. any cit; sien bo: greatly .

Hay pa Eggs

WIL

h in this village, on Sabbath fire tes meeting on Monday pather with other interesting deertisements.

He Lodgeof Good Templare Festival in the Melville School Fuestay evening, Feb. 23, at measus will be delivered, on resus will be delivered, on the by a miniber of talented tod an excellent choir will be selfiren the proceedings. The invited to attend. Refresh-be served at 6 r. st. Tickets,

s will be preached in the new A.M., by Rev. W. Rowe, in tea by Rev. J. Goodman, and ening by Rev. B. Boyle. 0 resing by Act. 15, Boyle. On resing a ten meeting will be held rich at 15 P.M., when addresses livered by a number of gifted Admission 25 cents.

ald call the attention of our the Buzzar, which the ladies regation of St. Mark's Church, purposa holding, on Thurs age, purpose holding, on Thurs-riday, 27th and 28th instants, hall, in sid of the funds for the on new Church. A large uni-ful and ornamental articles will for sale, and it is to be hoped ill receive the encouragemen

W. WALKER, one of the can Councillor at the last election has determined to contest the Mesers. Atkinson, Mitchell. The case will come before s in Chambers, at O goods Hall, next week. The action does ve, who will not be disturbed in r election should be ordered.

Souta is have been recently held the Building Fund for the rec-new Wooleyan Church in this Mr. Parsons' on-the 39th ult, in \$18.25; and Mr. Jackson's things, in about \$23. Anoth-s same object is to be given by lerron on the 5th pars. It is Wesleyan friends bestirred them. this matter. The building in-ay worship is for behind the re-nts of the ago, and not at all in-with the progress of Orango

VI. ACCIDENT: A young man lobert Thompson, met with a sud-th on Saturd y last, whilent the of a well which he was sinking Daniel McBride, of Center Road.

Daniel McBride, of Center Road, It toppears that the rope while up the bucket, which had about ight of carth in it, broke when a top, and fell upon the young ushing out his brains, and killing tantly. An income? tantly. An inquest was held on y by Dr. Win, Johnston, and the turned a verdict in accordance o above facts.

CITH OF SIR KOMEND HELD.

Edution Head, our late tioexinor-l, dird studdenly at his houre, Ea-uars, London, on the morning of sy, January 28th. Sir Edmund, in 1805, and consequently died 63rd year. He was appointed for of New Brusawick and they nor-General of Canada up to 1861, his return to England he was cho-yerther of the Hudgen's Bay Com-which office he held at the time of suth. Onlet and unobtravive, ha Quiet and unobtrusive, ha itical life, his natural leanings being

by his work "The Handbook or she Painters," and he was the author boarn in Canada, ittle book better known in Canada, ed "Two Chapters on Shall and

e Springfield, Mass., 15 publican says ig the many curious machines to be pited at the coming mechanics' fair in hing in the house kee; ing line but simple in construction, and has but

source, not exceeding in value the sum of \$2,600. On Friday, the railway committee re

Di Lanza

ported on the bill, with amendments, relating to the Wellington, Grey & Bruce Railway.

Bills relating to the interpretation of the statutes, and agriculture, were considered in committee of the whole and am-

On Monday, Peb. 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 ber.

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

The bill relating to the Wellington tirey & Bruce Rullway was read a second time and referred to committee of the whale.

The petition of the Congregational Ma ion of Canada, praying for the establishment of an asylum for inebriptes, was read and referred to a special committee The House went into committee of the

On Tuesday the bills relating to the interpretation of the statutes, overholding tenants, the incorporation of the Young Men's Christian Association, and to the Wellington, Grey & Brupo railway, were lopted in committee of the whole. On Wednesday, the bills relating to th

Wellington, Grey & Bruco Railway, and the interpretation of the statutes, were

The House wont into committee of the whole on the bill to amend the avessment act. It is intended to exempt so much of the personal projectly of any person as is equal to the just debts the by thin, and give the assertors power to compel a man to make affidavit as to the amount of hi 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 decursion took place regarding the sale of public lands, in the course of which the Premier stated that the Gevernment proposed to teres out productiveyors along the coast of Lake Superior, and on the completion of the survey would be ence bring the lands into the market.

The House went into committee whole on the bill relating to Butter and Cheere Manufacturers. The bill was reported with amendment), 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.

Monday.

On Monday 17th, the bill relation to assessment was withdrawn after a long and uninteresting disension, the Government agreeing to bring in a similar mea

sure next ression.
On Tuesday Mr. Wood subjuited his
stitement of the financial position of the
Province, after which the House went inthe committee of supply, and adopted all the
Estimates but the one relation to the salarite of the officers of the Estuanion besare mext presim.

_____ The latest innovation of snobbery is the practice of lasty shoppers to sit in their gractice of tany ampropers to a street and require the clerks to carry goods out to them for exhibition. Ladica of faciling and good taste have not yet fallen into the

tical life, his natural leanings being in the direction of quiter literary in the direction of quiter literary in the direction of quiter literary in the third line his natural sensitive. The Third Washington special of the he his work "The Handbook of the his work "The Handb pared a strong report, recommending the pared a strong report, recommend by the House, which he says he is dotermined to jush through the committee. He has a the propored action on the alleged violation of the civil tenure law by the President, and on city, is one that is supposed to do ev his alleged inclination to insubordination city, is one that is supposed to do or his alleged inclination to find a disregard the servants and wait on the table simple in construction, and has but whole, yet it cuts meet and, veretable the first study, some a first study, some a first study, some a first study, some a first study and some of the resonant to disregard the resonant to throw disregard the strength of the resonant to find alleged and carried the resonant to throw the strength of the reconstruction to throw the strength of the reconstruction law, and the whole er better than on bestone as haud, is said to be as strong and indiciment as grinds and scotes areas.

Mr. Expend logic of insertive cur frame.

was some three or four years oid, and he felt. astrained that the people of Brampton miret have formed some opinion of the merits of such a road. Evergines he had come to Cromecville-had felt the measure of the commitment of such a road. Evergines he had come to Cromecville-had felt the measure of the commitment of t a tort had not been built before this was that the public mind had been directed to different objects—the people of Defugaville agitating for a road, and the people of Brampton agitating the question of their county town. He was gad to see, now that the public mind had asther days, that lifey had commenced to think of improving their model of communication. He considered a line of road between transportine and Brampton of greating pictures to both place. He apple of the snaicty of the Torauto men to recure tip trade of the back townships, and and iffelt was considered of such great importance to their, if was equally so to the people of Brampton. The Toronto people of Brampton in The Toronto people of Brampton in The Toronto people of Brampton. The Toronto people was the superior of the transportance of produced cristiants of the country of the transportance of produced to general the observation. He spoke at epodo means, of communication, and said that when roads wire wanting there was a test of includence of the langer of the desire of the superface of the impactance of the produces of the superface of the impactance of the produces of the superface of the impactance of the produces of the superface of the impactance of the superface of the impactance of the superface of the pool means, of communications, and state that when roads were wanting there was lack of intelligence, and the effects of the lack of intelligence, and the effects of the lack hight—see a mero local metter,—that such a boad would be of great advantage to Orangoville and a great migry to Brampton; 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 accurately from the back trisle that would accrue from the back townships. He considered that the insight of both places were identical in this particular. Instead of, an our, a result bursings being flood by the horsestants of Branjato, a wholesale business would be established when the road was built. He spoke at some length off the place of the Trimusay, and said that in he place would be road interfero with the strain by frame or other proposed route of the Humany, and conthat in he place, would the road interfeto with the itradius by Rams or otherwise. The merchants of Orangwillsknew their own interests too well to lot
hunght it in their midst. The only traifits that would be hiddered coming to
Hampton would be that of the Orangeeville merchants sending sheat purchased
in that place down to Bigampton, and
those teamsters moully certified their dismor in their place down to Bigampton, and
those teamsters moully certified their dismor in their place down to Bigampton, and
those teamsters moully certified their disbuilding of the proposed Contral Resilroad
and the effect at wand have, if built, as
intended, about the brow of the mountain
in Caledon, and it was for the people of
Hampton and neighborhood to look to
their own interests in this matter. It
was now for them to say a hether they partment, which was poll-oned to anoth

Itranpton and neighborhood to look to their own interests in this matter. It was now for them to say genether: they would rid in an enterprise that would rid in an enterprise that would rid in an enterprise that would true important advantage's for their plores, of transley slit downland let a road becompetitely induced, depreciate the values of their property at one failt, and he otherwise minous to their interests: The people of Toronto were being no stoned understand the support of their behave; they had vent out deputitions through the darkey and had need give the mention the control of their people of the train of the head to work and the control of the train of the head townships, and were doing all in their power to scare it to themselves. The Transmy Company had dole their best in regard to their road, but their efforts had not been attended with queeces. At present they had \$20,000 in bounters from and they had \$20,000 in bounses

net here attended with success. At present they had \$29,000 in houses from the municipalities of Oringeville and Caledon, and \$22,000 in private sitely, making in all \$12,000. He said it was to the interest of Hrampton to aid, and aid materially in carrying out the project; and not only that, but whatever if included to do should be dono immediately. If the opportunity all propert offered was allowed to pass, such knother upight never again occur. "Delaysare-dangerdus, and the Brampton penjule if they favored the project at all, should do so by throwing their whole heart and soil into submatter. The Transway was estimated to cost \$3.000 a mile. The reason that the penjule who constituted them hade, larger fertunes out of the contracts. "In gray memerous instances of railways in the United States being built at a flow a figure as they proposed to build-the Transway. Another reason by railways, cost

310,000 caused so much dimenty http://
If the people of Brampton, wanted to, increase their? trade they should take up
the scheme hearithy, but it was not for
him to sky how much they ought to give,
he would leave that question with themselves, but thought \$20,000 or \$30,000
considering the advantages which would
be divited. If it had onne there to hour
and not its speak, and would take himseat.

J. P. Ching in, Earl, naked, Mr. Rocy what year the difference tween a
trainway and a risilway?

Mn. Folky - The difference was merely in the name so far as regarded the

trainway and a tailway?

Mr. Folary "The difference was merely in the name so far as regarded the read'in question. This road would be as much a railroad as the Grand Trunk itself, and engines would be used on it.

Ronr. Broupy, Esq., asked if there were any railroads in Caogda constructed at the price he (Mr. Foley) had mentioned?

Mr. Foley "Yes" we should always atick to British precedent, and he should have mentioned the St. Lawresce and Delictte Railway, that road was gonstructed at \$4,000 a paile, and it lay through a folling country, but the soil was-sandy and not difficult of execution.

R. Bruddy, Esq. Deep your charter allow you to put as engine on the road?

Mr. Foley—With regard to the difference between trainway and railway, the terms were convertible; and might be used at pleasure. The charter which they had received from Parlhauent provided that they might use sfaum, electri-

used at pleasure. The currer summer they had received from Parlhaument provided that they might use sform, electricity, air, or any power or combination of powers, as a propelling force.

Mr. M. M. ELLEGIT—What is, the

Mn. M. BLELFOTT—What is the length of the St Lawrence read? Mn. Foley 123 miles, about one-half the length of our proposed road. Mn. Foley monifered that the Bill incorporating the Transway Company was the best ever passed by any Legislature in Crunda; not only did it give the powers already mentioned, but it give the the Municipal Councils power to grain, \$10,000 to the road without the consent

Of the ratepayers.

Da. TROTTES - What effect would a grant of that kind have on the next elec-

tion? (Laughter). Mr. Folky said he scarcely understood Mr. Potex skid to careely understood, what Dr. Tletter mean unless it was to insinuate that the man who voted for that bonus would not again be returned. All the had to bay was that the man who did vote for such a bonub had done conough for his country plready, and had no meed to be returned again; (Laughter. With regard to the putting of engines on the line, he for one would be very glad if it could be run without team, still it could not be done. Another power the Act gave them was the privilege of running on the 1st Line, west.

are them was the privilege of running on the 1st Line, west.

R. Hautov Esq.—Why don't you run your line down the Center road?

Mr. Folley—We don't want to stop the traffic. (Laughter).

Mr. Folley—We don't want to stop the was glad to see that the feetings 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 been fitted to such appretent that every day would be same with them as a fair day. (Applanee). (Applanse).

Mu. Juli, Reeve of Obugeville, was

(Applanse).

Mu. Junh, Receive of Obangeville, was the next speaker. If a had not cause there that evening to make any remarks whatever. He was on his way to Osaville, and thought he would call with the others. He had oppased the transway as first proposed, but had always supported it in its present form. They had got a little of incorposation passed, and it what the finest thing, he thought, that had ever parsed the Legislature, and conferred greater power than pury other bill had ever parsed the Legislature, and enferred greater power than pury other bill with the most power to the first thanks ever been passed. Its believed if money enough double be rised to proceed with the road at ones, that it would effectually kill the Contral road in its present course. Its believed that the Central scheme could be upsat, Toronto influence to the contrary notwithstanding. The Legislature had granted them a charter, and they had gone to work and issued debentures and [graded] part of the road, and was it to be supposed that now they would take that power from us, and lost others say you must give way to them, and lost the money drawd jurested. The townships in the vicinity of Orangeville would be as much benefitted by the Transway as by the Central road, as not one farmer in any loft fiels townships but would be as much benefitted by the Tram-way as by the Central road, as not one farmer in any lot these townshifts but would be able to: go and return in one day, and if they were able to do that they were satisfed. He spoke of the Central road, and that \$5,000 a mile would be required from the townships through which it might run, and that sum he was sure they could not get, in those hunnicipalities. The Central could get no support west of Orangeville, as the

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 farantee that they would find ready hands and hearts to go to the different municipalities, and help to defeat every by-law that might be submitted for a bonus to the Central Road. He instanced the Township of Mono, which only defeated the by-law for a bonus to the Tranway, by the small number of sir votes. He said that Orongerille was looking out for her own interests, and as the "grab game" was going on, the beat thing that Brampton could do, was to have a finger in the ple. It was now with Brampton to say whether it would go in for this rehemb which promised as fair for their advantage, and promised a large trade. He and his Trionde were at present on their way to Toronto (although Mr. Jull might say he was going to Other with a might for me understanding could be

present on their way to Toronto (although Mr. Jull might say he was going to (Mr. Stille) and if no understanding could be come to with the Legislature in reference to the matter, they would offer up their road and indusence to the Central, with the understanding that that road be built within two years, and touch at Orangeville. He concluded by saying that It his meeting was to prays a resolution in favor of the road, and promised co-operation, and semesthing tangible to show they were in earnest, there was no telling what effect it would have in preventing what effect it would have in preventing the obtaining of the Coartal Road Charter: (Applause).

Mr. WIRLOCK. Surveyor of the Tranway, was the next speaker. He

Mr. WHERLOCK. Surveyor of the said, in reference to the route of the soad already commenced at Grangestile, it would run down the valley of the Credit from Church's Falls to the forks of the Credit, and then in the distriction of Brampton by the 1st Line West. He considered it a splendid route for a railway, so in the first nine miles there would not be more than 9,000 cubic yards of exertion. He did not believe that the line surveyed for the Central was practicable, as he had traveled the whole of the Calcalon mountains, and considered that the only surveyed for the Central res precticable, as he had traveled the whole of the Caledon mountains, and considered that the oply pass, suitable for a road was that made by nature at the forks of the River Credit. He did had the think that the road would be hinter the proper property. dit. He did not think that the row would be built on the route proposed, but farther weet. He considered that if the Central Road was built on the route proposed, it wouldgruin Brampion.

Mr. Church was hext called on. He

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

that if Brampton wanted a road this was the best chance they would ever have of securing one.

Joints Haddeley would ever have of securing one.

Joints Haddeley would ever have of securing one.

Joints Haddeley had always been in incre of the Transway since it was first mentioned, and be had heen more impressed with the orecessity of such a road since he had travelled in these back townships. He had been looking around him when back there (as he always had any yet to businesse), and fail decome to, the conclusion that if we did not take advantage of this market for our various kinds of mapufactures, it would be our own fault. A person who would take notice to the teams which leaved the railway station day after day, with different kinds of manufactures, would come to the conclusion that if Hrauphou lind a railway to the region where the midchlees are going she might supply it. He thought that it he Central Railway wort on we would be circumscribed in our limits very exiderably. If this Central Road, was built the traffic would go past our vary down, and if we wished to avoid this, who would do our best to help the project forward which our Ormagerille friends had in contemplation; and he had no doubt both places, would be mutually benefited. He had so more to say, but hoped the matter would receive the sympathies of the people generally. (Appleases). Gen Granaa, Esq. couldnet asy he was much up on railway subjects. It believed, though, that our great object should be to look to curselves. We had done things before that was not to our in-

was much believed, thus our great outside the believed, though, that our great outsides before that was not to our interests, and it was well for people to weigh matters of this kind well before committing themselves to them. According to the prognostications of the deputation from Orangeville, if this road was built, and set to be a great people. He was the second of the secon from Orangeville, if this road was built, we would got to be a great people. It was would got to be a great people. It was would got to be a great people. It was would got to be a great people and the proposed scheme. Orangeville and neighborhood would send their produce, and then it would be transahipped to Toronto, and we would not see the face of an Orangeville main in the village. These were his views in reference to the proposed rail-way. He believed there was great day and the product of Brampton only to grant way. He believed there was a great day and speculation connected with the building of all railways. He thought the best thing Brampton could do was to-trust to Providence and let the Tramway people.

in a certain case. Ay the case scheme should be encouringed by all means, (Applause.)

Annital Patterson, R.c., said he had never heard of a railway being built for \$1000 m mile before, and slong with that, power to run on the first Lino, Chinguacousty. (Laughter). Ho said therd were certain sensons of the year in which the deep most would make it impossible for horses to draw the cars.

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

Mr. Patterson—Tho bill says nothing about eteam or a locamotive. He contended that the railroad would be of no benefit in Brampton, as the only traffic

tended that the father that he only traffic that he could see was an occasional farmer leaving Brampton with three or four barleaving Hrampton with three or four barrels of all in their wangons or sleigh, so the case might be. Some considered it industrial if, the Central would get a charter, but he had no doubt but what the would, and he considered the speculation of the Tramway would be as poor a cust but had been so that the speculation of the Tramway would be as poor a cust of the anything as that of the Grand Trunk.

Min. S. S. Wilson spoke at easightable length of the Port Hope and Linds as y cit and see a short distance removed from the line.—
The question should be, will the juilling of this Tramway step the construction of

The question should be, will the pullating of this Trainway step the construction of the Central, and if such was the case he

the Central, and it such was the case he would say, by all means Brampton should go in for ft.

Mn. WitterLOCK spoke of the probable effects such a railroad as the Central would have. He thought that Caledonwould not pay \$50,000 to the Central when it demurred so much at paying \$10,000 to the Trailway. He believed that if the Trailway were built, if it did not step she construction of the Central, it would alter its course very considerably.

it would alter its course very considerably.

J. P. Centaries, Eeq., said he life in resolution here which he wished to have. All prosent would agree that the interests of both Dysocerille and Brampton in this matter were exactly dichtical. He said he would have benefitnest in favor of a good meaddanized road, but as that object was not attainable in the present energency. He would go for the next best thing. It was said that if the Central Railway was constructed it would cut ell. good was inh attainable in the present energency) be would go for the next best tring. It was said that if the Central Railway 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 signed on a small circle of 11 or 15 miles in area. He would go in for an independent course.—Let Hrampfon do what she thought best for her own interest, independent course,—the would go in for an independent course.—Let Hrampfon 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 Drasjecriffe to frampton would be for this benefit. He believed the Tramway would be of great a beautage to them, and by that means people would be induced to soome there who never came force. It had here objected there that even in the traffic would find & out them, and by that means people would be force. It had here objected there that even in the traffic would find & out the force. It had here objected there that even in the traffic would find & out the force. It had here objected there that even in the traffic would find & out the force. It had here objected there would find & out the force, and the force of the force of the work was, with all one defined to are it had been the work was, with all one defined to the force of the force

. .

ARCHIVES OF ONTARIO TORONTO

vote.l a

before

office d

tinue t

has d

stampe

of all s

he sen

cation

ге-шаі

isoments.

e and Household Association oseph Wright ph Wright, b. Grant: ter. I. Stock. ark Win Adde Anderson &

en Jimes.

lout this veel

affection to the la volumbie tre Household Forsi-McDainie.

inst, the First ists of Chicago-sith the Canada Prescher, to be

by known in the wars in Toronto Coulit. We are cutinsted to them thin. Extion.

23th Best.

incounce in car last play for the . ::= is very interest-Clarceal Burhouses in other

a Orangeville.

arth in themse. ak last, the 16th a by the lies. Est. of Toron-R. B. Mer of was crowded on aving to go uway, millinge.

section with the Minlageren- Tramway, Callit railward or tramway, basement, when if ever built and worked by steam power, of the it must be of solid structure in proportion the antials of this to the weight of engines and cars, and takatter which ing into consideration the character of the the body of the country through which it must pass, we M. cannot come to the conclusion that the es of to the chair, timate is near the mark, notwithstanding the St. Lawrence and Juliette tailway, neetille, on the sel a commomorship. He to as laving been constructed at \$1,000 ee the very large per mile. Along the distance 121 miles, expressed the the lay of the land must, we should conon the editionably favorable to have admitted of its

The Tramway Question. -It is now more than three years since the project of building a Tramroad from Orangeville to some point of junction with the Gr. ad Trunk Railroad was first placed before the public, and we have felt it our duty on several occasions to advocate our preference for a good grayel road between the two towns of Orangeville, and Brampton, but unfortun dely for the inter ests of the fermers in the rest townships, mither of the schemes, has been success ful in raising the requisite eqital. another portion of our columns we give a report of the accesing LTBBWthe. Town Halt on the 11th inst, to take interest, idcration the propriety of en operating with the Oroseville Transay Conjuny, at which Mr. John Felev, and other gentle generously made then comprising a delegation from Grange day spring Cack, ville explained the position, prospects Ac., of the Transcov undertaking, and argently solicited, with considerable ability, the assist messel the people of Branniton to being the beings of the amount of equital to corry out their favorite truject, now materfally modified, inatmuch as the proposition is to build a railroad on which steam would be employed as the motive power. Mr. Felev, who from the first, has been the prime power and master of the scheme, admitted in his specie to the meeting that originally " he had looked at the matter on somewhat atsoltish light, as a mere local matter, that Anderson & Co., such a road would be of creat advantage to Orangoville and erest injury to Brau-p. ton, 2 and there can be little question such was the identificant idea when the s heme was started with the majority of its supporters in glot around Changeville, and it is also equally clear to those welaid of the First , ested in the affair that Smillar selfsh arel. (Rev. Jas. reas as were attributed to the Brain; ton Junes than for declining to take up the Tran-fast. way scheme, and arong that on the foorpublic guerals of tempony and govern benefit to the cool. Ten from futures and the rests that a gravel read such of coursely and govern benefit to the

to recall that the objections that were made to the Tramway scheme according to the original plan and estimates-the people of Brampton have now to consider the advis baity of co-operating in build ing a bone liste railway from Orangevide to Brampton, as much a railroad as the Grand Trunk itself. The Tramway Company, as its projectors, will maist on colling it, profess to construct a chelpand inexpensive line of roal, and state that the probable sum which would be required for its construction would be from \$50 to \$100,060, at the average rate, any S t dons of \$4 000 per mile, including we are led the Res. to presume cost of Distinct, England, i.e. at 2 melick; and jethor-on aportion of the line the purchase of the right of way, even if the privilege granted by the Act of 1u.ning on the 1st line west be embraced, Lut.

even conceding that no right of way will

have to be purchased, it appears to us a

remarkably low figure, although double

the estimate originally made for the horse

running through a rolling country, with a

sandy soil easy of exeavation is referred

hider, throughout the whole line be excep-

which guage Railway that has yet been built, situal assuming, however, that the calculations

Toronto Hospital.

We are glad to note that the Government have put in the Estimates a grant to the above institution, for it certainly had a good claim, on the jublic Brehquer, as a considerable portion of the patients, that are received during the year are destitute strangers, urmy of them newly arrived emigrants, without friends or, resources. Still it may be expected that the citizens of Toronto will be called upon to supplement the grant, and rossiby to supplement the grant, and possible some of the adjacent County Conneils.

Keleidosego und a lens which has proved Tramway Meeting in Bramp- | which would be required for its construc- paid a high tribute to prove useful in ighthouses, and also made | Tramway Meeting in Bramp- | which would be required for its construc- paid a high tribute to prove useful in ighthouses, and also made | Tramway Meeting in Bramp- | which would be required for its construc- paid a high tribute to prove useful it was through his effort ton. | SIL 1000 of this was already provided for present scheme had taken the state of the provided for the same of the provided for the present scheme had taken the same of the provided for its construc- paid a high tribute to provide the same of the provided for the same of the same of the provided for the same of the same of the provided for the same of the provided for the same of the provided for the same of the same of the provided for the same of the provided for the same of th correspondent of the Royal Academics of Russia, Prussia, Sweden and other count-ries, and a member of every scientific body of any importance in Great Britain.

ers by a dissertation on our " brilliant prosers by a descend to any slanderous process. The descend to any slanderous process, or in descend to any slanderous stiticks mere any individual whether the and explained with "an irich for scribbling," but we hold a restellable to for entitle in our origines. That the stand me hold in our origines. That the stand me hold in our origines. That the stand me hold is lost the life that in the position the Dominion was then placed at the considered that in the position the Dominion was then placed at the considered that in the position the Dominion was then placed at the considered that in the position the Dominion was then placed at the considered that in the position the Dominion was then placed at the constituent of its leavents and position and whether and position and whether and position that the present at the present and Whenhook were present, and the present should for a while, as due to the present which would be interested in the present which would be incomed as a present, it is present, in the position in which the Trainway underture the present with the present which would be a present, it is present, the present which would be a present, it is present, the present with them elves but thought to increase the present with the present with the present which would be a present, it is present, the present with the present with the present with the present which would be a present, it is present, the present with the present which would be increased by the present with the p In organ of a dissentented elique in Bramps explicitly and researchy placed bur readers long prior to constation day. and the same views were acknowledge! and rejected by thousands of sterling Reformers at the polls the ughent Ontario, and also advocated by many Reform of

Fair and open opposition to cur views, or honest riv lev in our business as enterers for the relitical and literary appetite. of the tublic, we were sail are prepared to encounter, for " opposition, is the life of trade," and fourtainers emnot expect to be exempted from the operation of so universal a law; but we certainly could universal z law; but we certainly could of the azirction for external week; but not anticipate that the "corporal" cured "the matter did not appear to be taken, up that set to work to accomplish our destructhe could have descented so has as that e a would have deven led so has as they have done during the post his months by that they were inshe miles aftreable and fabricating a series of sharler amond fabricating a series of sharler amond fabricating reports observed or senser as how joiner turnion in connection, with their county reports observed one position is enhanced. The lower hand before this was that the just get in, either through the sensey of their objects—the pupils of Orangeria's spirits. organ direct, or anonymens communion the, we must certainly shall not imitate Henceforward our detractors may some out their venom as they please, we shall not alord them the expetitionties they sock, the notice of the Time, but pursue the even tenor of our way, and uphold to the best of our ability the cause of Progres and Referm.

That we have in one ista changed our of initias is to fee. It with siel unsarana in fore if fleinfien neull be umber To the public we appeal- the thinking minds of the country and fortunately for us they are Legion. The inducace of our definers may be great in their own estimation, but not in ours, but did we believe that we have lost the good-will and confidence of the great body of Reformers in this intelligent County, we would at once cease to publish another number of this journal. Until they can consince us that such is the case we shall take no further notice of their jetty and muligiant attacks.

A RESOLUTION IN FAVOR OF IT

A meeting was held in the Town Hall, according to announcement, on Friday evening lest, the 14th inst., to take into We are not in the slightest degree ambi-tions to nonserts our friends and support-ling with the Qrangeville Transay Company.

K. Chisnoin, Esq., took the chair,

paring. (Applause)

Da. Tuor re envel; seconded by J.
P. Commins, Esq., that the deputation
from Orangeville be now heard. Car-

The Charanan-celled upon the first Speaker,

Mr. John Frant, the said he had not cause to Biampton with the Intention; of bearing anything, but for the purpose. It has not constructed by hearing the opinions of the people, for regard to the Transmay. The project was some three or four years old, and he, felt satisfied that the people of Brampton must have formed some ordinary of the new stream that the people of Brampton must have formed some opinion, of the merita of such a road. Ever since he had been in Grangevije he had felt the next sity of a better mode of communication being established between that visings and Brampton - The first road he had agitated for was a gravel road, and had continutaken up by the people of Brampto ing for a road, and the Brampton people anitating the manter of their county rown. He was glid to see that how that the public mind had settled down they can public mind had settled down they can asserted to think offing-roung their mode of communications. He considered a line of road between Orangeville and Brannicton of great inportance to thosts planes. the off freat Insportance to should places. The epoke of the anxiety of the Torontome to secure the trade of the took terms hip, and said, if it was observed of the took terms hip, and said, if it was observed of the arms moment to then, it was not the arms moment to the pair is of frampour. The Toronto peach to a trip in the Lentral Kadia, we get the said of the interest parallel to the form of the

i faired into their northers, and hone-their strenuous efforts to seems its construction. He spoke at considerable length of the importance of good means of communication, and said that when roads were warting there was a lack of intelligence, and the effects of had roads was simplage of commence and strention in business. When he first commences business. When he first comme trementating Transverbs had looked at the matter in somewhat of a selfish light—as a mere level inatter,—that such a read would be of great advantage to Orangeville and great injurit to Brang ton, but since that time he had be trued to look at it in a fulferent way, and took into consideration the large amount of trade that would accrue from the took townships. He considered that the interests of both places were identical in this particular, the state of a new a rettil business to him does by the Merchants, a wholesale business would be established when the seal.

instead of as now a restif business being done by the Merchants, a whole-sale business would be established when the road was built. He spake at some length of the 1700000 route of the Zamway, and said, that in no place would the road-interfere with the traffic by teams or otherwise. The interchants of Orangeville know their road interfer to with the learning of the comments of the same content of the same of the comments of the same content of the same content

own interest too will be let printer come from that district, but bought it in their middle. The only-firshes that would be interest gooding to Brainfers arould be that of the Orangeville merchants speding

and if Brampton would give thun their countenance and aid, the road might be countenance and aid, the road might be graded next year, and be in operation they year after. And if, after the road was built; Brumpton wished to extend it to Port Credit, and have the advantage of direct communication with Torotto in more than one way, and also expunetion with the City of Hamilton, they would that the people of Orangevilla bath ready and willing to push forward the matter, and he doubted not, if this was consummated, that Bramoton would become a blace

J. P. CEMMINS, Esq. asked Mr. Fales, what was the difference between a tramway and a railway.

Mr. Poley - The difference was mere! in the name so far as regarded the roat in question. This road would be as nuch a railroad as the Grand Trunk, itself, and engines would be used on it.

Honr. Bnoppy, Esq., asked if there was too. Soy railroads in Canada constructed at the the price be (Mr. Foley) had mentioned?

Mr. Pottry-yes, we should always tick to British precedent, and he should agree mentioned the St. Lawrence and billiette Billway, that med was constructed at \$40.0 a mile, and it lay through a rol-ling country, but the soil was sandy, and not difficult of excavation.

not difficult of exerciption.

R. Brother, E.A., Does your charter a low you to pass an engine on the road?

Mr. Folkey—With regard to the difference between trainway and raidary, the terms were incontructable, and the word mile the need at pleasure. The Charter which they had received from Parliament provided that they milet use steam, electricity, air or any power, or combination of powers, as propolitic force?

Mit. M. M. ELLIGIT - What is the length of the St. Lawrence road ?

MR. FOLEY-124 miles long, one half the length of our proposed road.

the length of our proposed road.

Ma Follow considered this Bill for he-opporating the Transway, was the yest bill that ever-was peacel-by any localisature in Canada, non-roaly did it give the powers aiready moidlened, but it give the powers aiready moidlened, but it give the Municipal Councils Jower to grant \$10,000 to the read-without the consent of the tatepowers.

tion ? (Linghter).

. Ms. Forey said he scarcely understood what Mr. Trotter meant unless it was to

MR. ROBERT BRODDY-Why don't you any our line down the Centre Rand? Mir. Poter-We don't want to stop to tradie. (Laughter.) the traffie.

Ma Folley concluded by repeating he was shall to see that the feelings of the people of Brampton were undergoing a change, and hoping that by their aid the change, and nothing that by their and the rold windle go in to a successful issue, and that their Brainpton wants be bene-fitted to such an extent that every day would be the same with them as a fair day. (Applause.)

day. (Applause.)

Mr. Jenn., Reeve of Orangeville, was
the gest speaker. He had not come here
this evening to make an in-remarks whatever. He was on his way to the rile.

verance and indominable energ in getting a charter for the roa charter, and now we have to two mines of the grades, when ad in come down, here we get Brampton reopic did not me fork, as that is what we mean on that something would be Brampton would go in heart scheme of the Tramway, he was two the mean of the Tramway, he was seliena of the Trainway, he we that they would find ready hearts to go with the differential way, and help to defeat every night be submitted for a 1 Central Road. He has Township of Mono, a passed the by law for a home trad, by the small number of the said that tecases will want for her own interest and as came, was going bu, the best Brampton goal I do, was to 1. Brampton could do, was to be the pie. It was now with say whether they would go scheme which tromised so advantage, and also a life and his friends were on their way to Toronto for and if no understanding could with the Legislature in refer-matter they would offer up the influence to the Central, with standing that that road be a two years, and touch at He concluded by saying that ing was to pass a resolution to the was to just a resolution in road, and promised co-operati-thing tongible to show they a lest, there was no felling will would have in preventing the the Central Road Charter.

MR. WHEELOCK, . Survey MR. WHELLOW, Tramway, was the next spaid, in reference to the route already commedeed at Orangerin down the valley of the Church's Falls to the forks of and then in the direction of it the 1st Line West. He con-splendid route for a railway, a speaked route for a raises, a nine inites there would not be 9.160 cubic feet of erea-did not believe that the li-for the Central was practical travelled the winde of the Ci-tains, and considered that the suitable for a road was that e ture at the forks of the Ri He did not think that the roa built on the route proposed; west. He considered that if a Road was built on the route; would rulu Brampton.

Mr. Cucacu was next cal said he was not a public speat but little to say. All he had if Brampton wanted a road t host chance they would ever ! caring one.

Mn. John Haggert' the powers already modulated, but it give on. He wild he had always to the Manierral Councils jower to grant of the Transway since it with the reservers.

Pa Transway since it without the coasent of with the necessity of such a with the necessity of such that the reservers of the had been not a with the necessity of such that the necessity of the n what Mr. Trotter meant unless it was to insinuate that the man who rated for that homes would not again be returned. All the bad to say was that the man who did vote-for such a bonus had done enough for his country kjready, and had no need to be returned again. "Great Laughter would take notice to be returned again. "Great Laughter would came to after a conclusion of the property of the form of the conclusion of the condition o back there. (as he always had business), and had came to tral Röllway went on we mosil authord for four feaths very carried the traffic would go post doors, and if we tricked to and should do our best to bein the ward which ear Occapable in contemplation, and he had both places would be mutually. He had no more to say, but matter would reverse the new to be more to say.

the people generally. (Applan MR Geo. Grant Capital was much up on railway and believed, though, that our grant when the property of the control of the cont terests, and it was well for you matures of this kind well befor ting themselves to them? Ac is very interest-

int warmy the integrang objections as to recreate delivered the cost, there is required yet, not less, to in Tucker, it in Tucker, it same \$60,000. Orangeville, Galedon, and the cost of the cost, and William in the control of the cost of the cost

auccessful an ise

made to the Transvey scheme according ent to the original plan and enimates-the and play for the people of Brompton have now to consider the odvisability of co-operating in build Charcon, Bur-sing a borofile railway from Orangevide d houses in other to Brompton, as much a railroad as the of performance Grand Trunk itself. The Trainway Company, as its projectors will maist on it Orangeville, calling it, project to construct a chesp ess of the new that the probable sum which would be recos of the new that the produce sun which women in resourch in themselves for its construction would be from all best, the 15th \$50 to \$100,000, at the average rate, by costal. Similar of \$4.000 primile, including we use left in, by the Rev. to presume cost of Matters, Eagure Lee. at 2 nelick; and jerhot-on aportion of the line the to; at 2 accesses; purchase of the right of way, even it me lev. R. Boyle, or h was crowded on control of the lat fine west be embraced. Lut. even conceding that or right of way will be controlled to the lat fine west be embraced. aving to go away, have to be purchased, it appears to us a have to be purchased, it appears to us a remarkably low figure, although double remarkably low figure, although double are appeared. ancetion with the on Manday order. Transvey Cultivarilly made for the horse on Manday order. a basement, when if ever built and worker by steam power, as partonk of the it must be of a fild structure in propartion abstantials of this to the weight of engines and cars, and takision, after which ing into consideration the character of the the budy of the country through which it must pass, we d townsman, M. cannot come to the conclusion that the estilled to the chair, timate is near the mark, norwithstanding the St. Lawrence and delicte railway, running through a rolling equatry, with a of such a commo-sandy soil easy of excavation is referred to of worship. He sandy soil easy of exervation is referred to as having been constructed at \$1,000.

re of worship. He can be a first to be a fir

trivate careprise baying agreed to furmind not a hearty
most realized
not be less than
the the subscripions replaced the
fibro services are
harmonic resistant
a-meeting on the
nine, when we
reflect the public in July 3801, and the
none which as a meeting or the
nine, when we
reflect the public in July 3801, and the
nine, when we
reflect the public in July 3801, and the
nine, when we
reflect the public in July 3801, and the
nine, when we
reflect the public in July 3801, and the
nine which we certainly done ther very
best to command success-but somehow its
amount services.
The Transway scheme was first force
of the public in July 3801, and the
nine which we certainly done ther very
best to command success-but somehow its
amount services are
the Transway scheme was first force
of the public in July 3801, and the
reflect the public in July 3801, and the
services are
the Transway scheme was first force
mid to be public in July 3801, and the
services are
the Transway scheme was first force
mid to be public in July 3801, and the
services are
the Transway scheme was first force
mid to be public in July 3801, and the
services are first force
of the Transway scheme was first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
services are first force
mid to be public in July 3801, and the
servic ation and the claims of river prevented anything been done these municipalities would, he cheerfully contribute their quote, and rgan mitchas crather more to course a lood sparid inplon, at which ention could be devised, "at are satisfied added, materially that better facilities are required for get tings, and sing ting to market, multic feeting is un around at 11 the best passes."

personalities that our defamers have folding the personalities that our defamers have folding ged in, either through the errors of their organ direct, or anonymens communications, we meet certainly shall not imitate, all enceforward our detractors may space out their vectors as type places, we shall not indicate their vectors as type places, we shall not observe the property of their organisms of their vectors are space out their vectors as type places, we shall not observe that new that the different their vectors as type places, we shall not observe that new that the different their vectors are property of the property of their vectors of the Time, here present the vectors of the Time, here present the vectors of the time of road between Orangeville and Brampin or the property of the property even tenor of our way, and uphold to the best of our ability the cause of Progress and Beform. .

That we have in one little horsel our of half had be left for the rich mear up at at for inflitention wall be un To the public we appeal- the thinking minds of the equatry—and fortunately for us they are Legion. The iniliance of our defamers may be great in their own estimation, but not in ours, but did we believe that we have lost the good-will and confidence of the great body of Reformers in this intelligent County, we would at once cease to publish another number of this journal. Until they can consince us that such is the case we shall take no further notice of their fetty and malignant attacks.

Toronto Hospital.

We are glad to note that the thevern ment have put in the Estimates a grant to the above institution, for it certainly had a good claim, on the jublic Exchange. as a considerable portion of the patients, that are received during the year are destitute strangers, many of them newly arrived emigrants, without friends, or, re-sources. Still it may be expected that the citizens of Toronto, will be called upon to supplement the grant, and possibly some of the adjacent County Councils.

Provincial Grand Orango Lodge.

The Provincial Grand Lodge held its annual meeting for the election of officers,

The manbers of the Grand Indge attended includes a body and marched through the Upokyillo and Streets also beared by the Upokyillo and

Good and the people of the second state of the

ospitation is an adaptator.

Co door contract the universal and policy to the universal and the state of the universal and univer

of road between Orangeville and Thrampion of great importance to should place. He spake of the anxiety of the Toronto mea to secure the trade of the hock to the ship and said, if it was considered of such creat importance to them, it was relief the same moment to the poor in 6 from the summon that the poor in 6 from the summon that the poor in 6 from the formal 1 from 1 fro form ones principled graph, we would be placed into their markets, and benefits; streamons efforts to secure its considerable length of the importance of good means of communication, and said that when reads communication, and sent may your mass were waiting there was a lack of intelle-gence, and the effects of had roads was stoppage of commerce and strengtion in business. When he first commenced

business. When he first temmenged transmers the Transmers he had looked at the matter in somewhat of a selfish light has a more local matter,—that such a road would be of goest advantage to Orangeville and great injury to Brampton, but since that time he had be med to hak at it in a different way, and took into consideration the large amount of trad, when Orangeville and great induct to Brain ton, but since that time had be rived to look at it in a different way, and took into consideration the large amount of trade that would accrue from the book townships. He considered that the interests of both classes were identical in this particular listevi of, as now, a retail business being done by the Merchants, a whole-sale business would be gradified when the road was built. He spoke at some-length of the proposed route of the Trainvay, and said that in ne place would be ranked the road interests with the traffic by teams or otherwise. The merchants of Orangeville knew their may interest too will be let not be used from that district, but bought in their middle. The only straffice that would be interest as the Orangeville morehants sonding wheat purchased in that place down to Brampton, and these teamsters usually carried their dinners in their packets. He spake of the building of the property desired Residential and the effect it awailly have if built, as intended, along the brow of the mountain it Caledon, and it has for the

If built, as intended, along the brow of the mountain in Caledon, and it was for the people of Brampton and neighborhood to

people of toronto were leaving no stone that have been an electer and let the manufacture of the road, the central Raife and manufacture of their scheme, the manufacture and graded part of the road, the central Raife and manufacture of their scheme, the second of the road, the central Raife and the road of the road o

terms were incontrovertable, and the mord suitable for a road was that a mith be used at Jeasure. The Charter ture at the forks of the Ri which they had received from Parlament He did not think that the road provided that they might use steam, el-

of powers, as propoling force?

Mn. M. Elliotty—What is the length of the St. Lawrence road?

length of the St. Lawrence road f

Mr. Foley -124 miles long, one half
the length of our proposed road.

Mr. Foley considered this Bill
for inexponating the Transway, was the
test bill that over-sun possel-by -uny logislature in Canada, not only did it give
the powers already mostioned, but it give
the power already mostioned the consent of
the interpovers.

the ratepavers.

Din Thourses—What effect would be

Mr. Forty consuded by repeating he was child to see that the feelings of the people of Brampton were undergoing a change, and hoping that by their aid the rood would go on to a successful issue, and that then Brampton would be the same with them as a fair day. (Appliance)

May. (Applause.)

Mr. Jurn., Reeve of Orangeville, was then extra yeaker. He had not came here this evening to make anti-remarks whatever. He was of his way to Clariffe, and though the would call with the otters. me to and thought he would call with the others, we had another the would call with the others. It is a smally like had opposed the tramwar as first proposed to be a great proposed the tramwar as first proposed to be a great proposed the proposed to the following the latter than a state of the proposed that the legislature and conference to the would be true to be a great proposed than a state of the proposed that the legislature and conference to the proposed of greater power than any other bill that had a latter, ever here pressed. The believed that if it rites the proposed with the read at more therefore you don't the conference to the proposed with the read at more therefore you don't the conference to the proposed with the read at more therefore you define the proposed with the read at more therefore you don't the conference to the proposed with the read at more therefore you define the best thine Brampton could be the contral than the proposed the central Rither the proposed the proposed that the proposed the central Rither the proposed that the proposed the proposed the central Rither the proposed that power from un and be the fands without the conserved th

ure before Brown to

would ruin Brampton . .

Mr. Cucucu was pert ent said he was not a public speal but little to say. All he had if Brampton wanted a road t host chance they would ever curing one.

Mn. John Haddent was on. He sid he had always b of the Transwar since it w tioned, and he had been mo: with the necessity of such a lind travelled in these has a life had been booking around Dr. Thortype-What exect women or the had been howing around book there, as he always had back there, as he always had business, and had came to some the following and another the some periods of the first the some periods had been footing around both the first the some periods had been footing around the first the Ma. Folky said he scarcely understood which Mr. Trotter meant unless it was to insimate that the man who vated for that the man would not again be returned. All he had to say was that the man who did wate for annuar already, and had no need safe, with different kinds of microscapines on the line, the force mould be returned again. "(Great Laughter) which leave the railway station to be returned again, "(Great Laughter) would come, to the conclusion of engines on the line, the force would be very slad if it could be run without sterm, which it could not be done. Another power the Act gave them was the privilege of running on the let Line west.

Ms. Rohery—We don't, what to stop the trails. Chaughter)

Ms. Folky—We don't, what to stop the trails. Chaughter)

Ms. Folky—We don't, want to stop the trails. Chaughter)

Ms. Folky—We don't, want to stop the trails. Chaughter)

Ms. Folky—we don't, want to stop the trails. Chaughter)

Ms. Folky—we don't, want to stop the trails. Chaughter)

Ms. Folky—we don't, want to stop the trails would so past doors, and if we wished to are many our line down the Gentre Raid?

Ms. Folky—we don't, want to stop the trails would so past doors, and if we wished to are many our line down the Gentre Raid?

Ms. Folky—we don't, want to stop the trails would so past doors, and if we wished to are more to be a support to the trails would so past doors, and if we wished to are more to be a support to the trails would so past doors and the hall the feelings of the trails would so past doors, and if we wished to are many our line down the Gentre Raid?

Ms. Folky—we don't want to stop the trails would so past doors, and if we wished to are many our line down the Gentre Raid?

Ms. Folky—we don't want to stop the trails would so we went and the trai He had no more to say, but matter would receive the matter the people generally. (Applain

Mg Geo. Grantan could was much up on railway and believed, though, that our g should be to look to ourselve done things before that was me. the atoenostications of the from Orangeville, if this road

ир уравазивых

prought up the report of ommittee of finance and se report recommended the following accounts

ing Officer, 8. Ward, \$26 50 C. Ward, \$25 50 N. Ward, \$23 50 e paid to the contractor n au horized to receive count of the drill shed and kept in the lands of the mid to the contractor so is completed:

is completed; continto committee of the Mr. Cothrano in the plair. ild that the priginal conding the drill shed was outractor had been paid left \$1,975 yet due him. in the bands of the country when the entire building fixing the experionighs.

c, after this, the extrise the catrise to and paid for a crose, and reported the mendment. LPIONS TO OFFICE.

pught up the report of the ought up the report of the ttee on applications to oft set forth that two ab-irs. A. Pringle and N. received from the office peetor; that they receip intumnt of the following

re-appointed Town Clerk at a salary of \$ - 1 his e town hall, and his office 18 s. m. to 1 p. m. to be re appointed town

bell ringer.

*** appointed License Inarrie dissented in the re-

ppointment. ent into edipmittee of the Mr. Draper in the chair, ved that the Clerk's sal

mendment, moved that it

ensued but Mr. Blow's

ied.

seconded by Mr. Blow.
duples referring to the
lerk's office in the lown
it. Lost Messrs. Allin,
in only eding yea.

n moving that Mr. N.
truck out and A. Pringle's

and microff in his officer had not come in contact he was surry to say he inch pleasure in support

United States News

POROIDE EJECTIONS THREATE IMPEACHMENT PROPOSED IN

THE COUNTRY ON THE VERG WAR

The President has removed Se Stanton from the war department and an nointed Adjt-General Lorenzo Thou interim

The Post's Washington special despatch

The Total's Washington special despatch says.—

'It is understood to be Mr. Statums intention not to obey the order of the President but to female in charge of the war office until he is forgibly ejected, unless domasted by the Senate to turnover the office to Gen. Thomas in accordance with the President's order. The excitement here is intense.

'Soon fater the Senate went into exacultive session a committee of four Senators proceeded to the war office and intomost Secretary Stanton that, pending any action it, was the desire of the Senate that Mr. Stanton should retain the office and directors from the Senate that Mr. Stanton should retain the office and directors from the President of the Senate that Mr. Stanton should retain the office and directors from the President of the Senate that Mr. Stanton should retain the office and directors from the President of the Senate that Mr. Stanton should retain the office and directors from the President statements.

that Mr. Stanton should retain the office and disregard any orders from the President of the contrary. The committee also willed upon Gen. Grant and had an interview with him. The committee express thouselves entirely satisfied with Gen. Grant's position regarding this matter."

Washington, Fob. 21.—The Senate a few minutes after two oclock event into executive session and continued thereit seven hours. The removal of Stanton was fully discussed and with much spirit in secret seesion. The following resolution offered by Senator Wilson was agreed to without a division !—

Whereas, the Senate have received and considered a communication from the

Whereas the Senate have received and considered a communication from the President stating that he has been oved R. M. Stanton as Secretary of War, and has sesignated the Adji General of the army to act as Secretary of War ad interfar:

"Itsis therefore resolved by the Senate of the United States that under the constitution and laws of the United States, the President has not power to remove the Secretary of War and designate my other officer to perform the duties of that of face.

lerks office in the fown it. Lost Messrs. Allin, me only voting yea.

The messrs of the first message of the first

ingfort significance in the manufacture of the war department to take possession of the war department to Mr. Stanton, the latter asked him for a copy of the wards distributed by the said and the manufacture of the control of the c

ARROW GAUGE ADOPTED F PORT WHITEY AND PORT

Parliamentary Italiway Committee fast Friday moving, the Chairman, S. Macdonald prosiding. Whitby and Port Perry Rallway

third clause of which, sutho Company to determine the gar h left over with the understar

had been left over with the understanding that the general question was to be considered in connection with it was taken in the connection with it was taken in the control of the control It could not be said after the facts were considered which were laid lot fore the committee; that these lines were to be regarded as an experiment. The policy of the government of the Province of Canal ashad been to restrict such these streets of Government and to the broad gange, but not to limit such lines as were constructed in dependently. Narrow gange rally by the land alroady been constructed in this country, to the requirements of which they were admirably suited.

Mr. Shanly said he had never built any marrow gauge in the same land.

Mr. Shanly said he had never built any narrow feature lines, 'From his sugitive ring experience of 22 years he could honey for many estimate of the comparative cost of making broad and narrow gauge lines. He estimated that the narrow gauge could be built ten per controlled in the broad. The cost of running the line was graffer on the narrow gauge system in the ratio of 50 to 30. 'It was easy to see that the expense was increased by having to make the journey twice instead of duce, as the purrow gauge railway trains could not contey more than one-half the freight of the Boad gauge trains. With regard of the blood gauge trains. With regard to the increase of the number of wheels of the licercise of the lines, that could be wearing, out of the lines, that could be done or either narrow or broad gage. The charge for stations salvies, &c., who necessarily the same in both systems. He did not consider it possible to build and

did not consider it possible to build and equino first class narrow gauge railway line in this country at \$15,000, as Mr. Gamberland asked whether Mr. Sannly attributed the calamities of the Great Western Railway Company of England to its dissimilarity of gauge with the other lines, and whether he was aware that that line was now changing its gauge at great expense.

Air. Shanly replied that he had understood that to be the case. He attached great importance to unformity of gauge. The cost of transhipment of grain whigh Mr. Fox had estimated at two cents per too, he did not consider it would be less

ton, he did bot consider it would be less than ten cents per ton, and taking the average of all classes of freight, the cost of transhipment would be increased to 25 or

transhipment would be increased to 23 or Mr. Wood asked if Mr. Stanly had made at estimate for the Wellington, Grey and Bruce Railway.

Mr. Stanly replied that he had estimated the cost of a broad gauge line running north flom Gueph; constructed in the cheapes roossible manner, at \$14,000 feer miles; Tat theicest of such a line from this city in that direction would be substituted in the cheapes to be such as the cost of such a line from this city in that direction would be substituted in the figure of the cost of such a line from this city in that direction would be substituted in the cost of such a line from the cost of such as t

Compler and asked whether the Norway were less than milhis

- our wages of laborate country per day. The difference between the cost of labor in this country to considered in making estimates, the unifo ence in the width of embankilient

gaugestrate. In same, to in widin of distant drainagesproke. Figure 9, wear, and floor prighting floor particular and prosent a series of production of liding and platforms, wood sheds and all general expenses.

The track of the 3 6 guage is, as I have said, lighter than the broad gauge and consequently, smaller and lighter than one of rolling stock must be used, otherwise of rolling stock must be used, otherwise the first would very soon be destroyed; but this lighter rolling stock is not destroyed; but this lighter rolling stock is not despread on the first and engines are needed to determine the same and find that the excess in cost will reach 80 per centory; that required to confuct the same business on the broad gauge system. The actual cost of work-ing the traffic where it is of, a modestately large amount—such as that of the Northlarge amount—such es that of the North-ern Railway or of the Galt and Chelph Railway will be about 50 per cent cheaper on the broad gauge than the narrow 18ys-tem.

tem. A train of loaded freight cars on the 5' 6' gauge consists, on a level road, of 22 A train of loaded freight cars on the of diging consists, on a level road of 22 loaded cars, holding ten tons each 250 tons; or on a railway having gradients of 40 feet per mile the load; is 10 cars of 10 tons load 150 tons; whereas the load on a 8.6 gauge, having the same gradients is according to the statements of the ladvointes of that system, only 10 cars of 7 tons load 70 tons in all, or less than one half the canacity of the broad gauge.

of I tone load—70 tone in all, or less than one balf the capacity of the broad gauge. The narrow gauge engines weigh from 16 to 20 tone as compared with those of 25 to 85 tone on the broad gauge. If Mr. Fox places (as he says has been dotte in Qudunsland) a 35 ton engine on a narrow gauge railway with a track of 4015 rails, the rails will be crushed to pieces in a few mooths; (Captain Tyler has recommended rails of 7511s per mile for the Grand Trunk Railway, for engines of only 30 tons weight), whilst on the other hand if he attributes the load over a large number of small wheels (twelve wheels so as to limit the load to \$5 tons on each wheel, as limit the load to 8 tons on each wheel, as recommended by Mr. Fox,) he cannot then recommended by Mr. Fox,) he cannot then advantageously apply the power from the cylinders to the axies, and he loses probably more than one half the available power of his engine to draw a load is directly as the adhesion upon the rails which is again divided solely from the weight upon the divided wheels and as this tractive nower. divided solely from the weight upon the driving wheels and as this tractive power is only one-state of the whole adhesion, it is extremely important to utilise as much as possible the weight of the engine. This can only be dobe in the case under review by increasing the limited weight of 3 tons on each wheel to nearly twice that weight and when this is done then rails of at least 60 hs per vard must be used, which of course abolishes the light and theap fortune allowable. As recards passenger facture alloyather. As regards passenger trains on a narrow gauge railysy, there are two serious objections. 1st. The oscillation must necessarily be very great, unless the body of the car is greatly reduced in width as compared with those in use on the existing Railways of the country, or the speed must be reduced at least

one half.
In any case the width of the body of the car must be reduced at the very least by two, if not, three feet, and the result by two, if not, three feet, and the result must be to atter altigether the present internal arrangements of our passenger cars. Instead of a row of double seats along each side, with a passage way for the conductor between them, it will be necessary to return to the style of cars in use on the street railways, where the passengers sit along the sides, face to face, leaving a passage for the conductor between them, —an exceedingly uncomfortable mode of making a long fourner.

The whole question resolves itself into this:—If the saving of 10 per cent in first cost is all important, and if the prospect

cost is all important, and if the prospect cost is all important, and it gute prospect of traffic lavery dippointising, then a cheap at the property of t

large boat in doing which atove of her. Mr. Charles Millier, chie and three seamen started for the after great exertion and a oveded in getting the captain and maining men in the boat and safe to the bark, hoisted in the boat, coeded on voyage, taking the we was a store), giving them dey and some himblants and small c of water diten repeated, they has nothing to eat or drink for 7 d nights, with the exception of w mate died two days previously, cut some of his raw first and ate the cook having died before atl and his body washed overboard were complete skeletons, the cap ing in the worst condition, his ch sunk in till they appeared to to their knees were completely paral dead from long exposure and sul in cold water and from want of as they bad just enough of the wre water to hold on to. They co possibly have survived that day had not Providence sent me to tl sistance. I gave them food by with small doses of brandy and we rubbed their feet with soap of then put them to sleep in the warr On awaking, the captain gave following account of the loss of hi stating that two days previous to ing in with him, a brig, westward name unknown to him, asw th stood toward them till quite near : moderate at the time), when he belm and ran away from ther schooner was the Moses Waring, York, from Brudswick, (Georgia) to New York, with cargo of yellflooring, encountered a heavy NE Dec. 11, when 50 miles SE of A shortly after which sprang a leak: unable with both pumps going to ! free; she settled so deep, and b unmanageable, they cut the gripe. held the deck load, and had no so complished this than she fell over beam ends, and the heavy sea run the time over her washing away d cabin on deck and all water and pr leaving them destitute of everythi the clothes they stood in. Their ings must have been very great, s so that they found the miselves obl cut up the mate's body, who unfor succumbed before them on the fil I did everything in my power to them comfortable, and finally succ bringing them to life.

WRECKS AND CAUSUALITIES AB the Board of Trade in 1866, is prethe following remarks :- "This must be taken only for what it i only contains wiecks, &c., reported Board of Frade by Her Mejesiy s. It does not, therefore, by any men that it contains all the wrecks, British ships which happened shores of foreign countries. there is reason to believe that, fr short time that the system of co operation, very many wrecks, &c., ing in her Majesty's possessions ab well as to British ships in foreign tries, are pot reported. Thirdly, 1 reports extend over different

ful officer, and no charge night against him. He refore why he should be ere was no cause for it. lid not hoow why Mr. have a life lease of the , he said, was in greater to Mr. Pringle, he had neart with him as license had as health inspector, ded approfess than three ai I that Pringle had been and uncivil in his office! had not come in contact he was forry to say, uch pleasure in supportent of Mr. Blaw.

poken, had better been ed. that because Pringle they wanted him turn-

not in favor of discharg Alr. Pringle, however, ce because no other apen 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

needment, and econded by Mr. Gerrie, income, that the salary of and Treasurer be \$300, llowed to have his office he town, and be allowed other business as he may The motion was lost,

voting yea. adopted

en introduced a by-law flicers as above, with Johnston, as auditors each, and the town half \$140 instead of \$130.

WELLANCOUS.

conded by Mr. Holden, e opinion of this council sessing farms and farmexclusively, for farming the corporation, should end is equal, assess all at r acre, keeping in view nality of buildings and nts thereon. lost after a lengthy and

Draper, Cochrane, Camp

Allin, Blow, Gerrie, Mc

nonded by Mr. Holden, offer of Mr. Striker, exeden estate, for the Wernaccept of debentures of de yearly for 12 years. the furmer offer ac poration after the passy-law to raise money by s, for the purpose of pay

s, for the purpose of pay-den property—therefore f the Mayor bo, and is to ssue, and sign de-each, payable yearly for the same over to the state, on getting a good to purchased from them; bentures to that amount I that the Mayor beign-legal advice in the matthe next meeting of the

Mr. Blow seconded by d that Messrs. Draper, I the Mayor, be appoint-nittee to take into coner made to this corpora ecutors of the Worden e to the leasing or pur-

"The members of the House of Repre-entatives who have taken the most as Mr. Samly replied that he had estimat sentalises who have taken the most tive part in the late imperchment schemes are the most exercised at this renewal of the war between the Executive and Congress. 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."

tounds."
ington addinisas;—
"Whan Gen. Thomas presented his
order from the President to take possession of the wer department" to Mr. Stanton, the latter asked him for a copy of
the order, which was given, and then informed Gen. Thomas that he would take time to consider the matter. Gen. Stanton has been advised by every member of the Senate and House to resist the removal, and he indoubtedly 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 department 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 obey any orders from any one connected with that department andess Vthey 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. Justice Carter immediately made out an order for his arrest, which has been placed 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 warrante, which takes prece-dence in the calendar and may come up before the Circuit Court at any time. Appeal 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 Molation of the fifth rection 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 lim as Adjt General, which order Gen. Thomas refused to obey. Both Gen. Thomas and Mr. Stanton were at the Department during the morning, and neither of them would obey orders issued by the

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

Secrethy Stanton.

In the House to-day, Mr. Brooks (Dem. of New York) made a speech registing immediation, in which he said: We have been long in the might of revolution. Long has the country been agilated in the threes of a revolution; but we are now approaching the last and final stage of the resolution. 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 violence, if you throw him odt of office except by due process of impeaciment, I tell you in behalf of thousands and mil-

e to the lossing of purola required for the Coety, and to confer with
pecting the same, and to
meeting of the council
twins carried without a

Ir. Blow, the following and to
the committee on
wollents, Mr. Cameron,
and and Mr. Philp for
the vote of the vote of the respective of the following
and of the committee on
wollents, Mr. Cameron,
and and Mr. Philp for
the vote of the resolution of impeachment was
supported by speeches by Mossrs. Spalding and Bligham.
There is a stormy sussain of the House,
and Mr. Philp for
the people, that we will never lsubmit.

The speech was received with laughtor
by the following submit to the following
and milplossing people, that we will never lsubmit.

The speech was received with laughtor
by the following submit to the following submit to the following
and milprover and the people, that we will never lsubmit.

The speech was received with laughtor
by the following submit to be submit to the following
and milprover and the people, that we will never lsubmit.

The speech was received with laughtor
by the following submit to be submit to the following submit to be submit.

The speech was received with laughtor
by the following submit to be submit

ed the cost of a broad lause live running north from Guelph, constructed possible manner, at \$14,000 per not the cost of such a line from mile. this city in that direction would be bot-

siderable higher,
Mr. Cumberland neked whether the wages if Norway were less than in this

country

38 cents per dry. The difference between
that and the cost of labor in this country
should be considered in nating estimates,
the diffspence in the width of enbankingar would be just two feet between the per-row and the broad gauge.

Hon, M. C. Cameron, asked whether it

wold make any particular difference to the Whitby and Port Perry line whether is were built on the narrow or broad gange, the object of the line being to carry low ber, and not to connect with any other

Mr. Shanly said that it would decrease the expenses to have it constructed on the same principle as the Grand Trank so that cars could be interchanged. He considered that the isolated gauge of the Present and Ottowa Railway was an immense disadv ntage to the Road,
Mr. Cumberland enquired the cost of

the lines alone without equipment.

Mr. Spanly gave his estimate of the cost

of the line alone as \$17,500 for the broad, and \$13,000 for the narray guage. A broad guage road could be laid down from King to the county of Bruce cheaper than a narrow guage line from this city to the same point.
Mr. McMurrich asked if he regarded the

Mr. McMurrich asked if he regarded the narrow guage principle as an experiment.
Mr. Spanly said that he did, as there was no legidence to show that railways built on that system had paid dividends.
Mr. Boyd, in reply to questions from Mr. McMurrich, 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 guage lines mentioned by Mr. Fox had and dividends. The Norway lines had paid dividends. The Korwey lines had not, but it was not fair to quote them not, but it was not har to grade them against the system, as it was not expected they would pay, being laid down at Government expense to develop a spatisely settled country. The saving in the cost of construction would cover the expenses of transhipment.

of transdipfilent.

Mr. Cumberland enquired whether Mr.

Boyd agreed with Mr. Fox that a narrow
gnage 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 construction of a narrow gauge line and a

light, brönd gauge road.

Mr. Boyd replied that the sleepers, ballest carthworks, land, engineering and contingencies would all be cheaper of the narrow gauge principle.

Mr. Sharly 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 advantage on light lines than cars of lighter construction.

Mr. George Lowe U. A.

George Lowe Reid being caned made the following statement, putting in diagrams to illustrate it. Have and 21, years, experience in Reil-

diagraps to instrate. It:
Have had 21, years experience in Railway construction; 16 years in this country as the Orient Engineer of the Great
Westerr Railway, and 10, years of these
16 as Engineer of Detroit and Milwauke.
Railway in Michigan. The latter is of a
gauge of 3tt. 8jin.
Was daployed as Engineer in converting several light narrow, gauge mineral
railways in Sectional into the general English gauge in 1848 and 1842, so as to enable them to connect with the general
railway system of the country.
I have gone carefully into the wiple
question of the narrow gauge sand I find
that the difference (assuming 160, the falls
for parray berely exceeds 10 per conglin
favour of the narrow gauge in first cost.
The only saving id in a parallelogram of 2
feet in width in the middle of each Cutting

the congretor between them, is win or neces any to return to the style of cars in Pastly, as regards foreign count use on the street railways, where the pass-

in Western Canada; it would be absolute folly to lay down a narrow gauge railway merely to save 10 per cost in first | c est; and it is to be borre in mind that as traffic increases so does the cost of A age per ton diminish on the broad guage system, where, as the opposite is the case on the sarrow garge track, as the basiness of a railway increases it is found advantagrous to concentrate the boats 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 n grow gauge train.
Onestions 5, 6 and 7. The English

Broad Gauge of seven feet is not about to be abandoned on account of its costilness of working, as alleged by Mr. Fox; but it is in contemplation gradually to bring it down to the 4tt. 8fin. Gauge, solely on account of the inconvenience arising from its being hemmed in on all sides by lines

The high Claure is 5ft. Sin., 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 distance of 500 miles.

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

Mr. Laidlaw spoke in favor of the narrow gauge. He failed to understand from the opponents of the Bill that the break of guage 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 The narrow-gauge principle is contwo. The narrow-gauge principle is con-sequently adopted, as regards the Whitty and Port Perry railway alone, the ques-tion being still an open one as far as the Toronto, Grey and Bruce, and other two. 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 yesser 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 treatment, 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 neby the agony 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, recled mainsail and foretopmest staysail, wind WNW, blowing hard and heavy sea running. As day-light broke, I saw, bearing NNE from me something which lopked like two spar buoys, standing at an angle sixty degrees, just as for as the eye can reach; dapposing it to be a vessel in distress—a! though past it and to leeward of cit, im-

etly contains wheeks, &c , reported congressit along the soles, face to foce, icasing a passage for the conductor between them, —an executingly uncombetween them, —an executingly uncombetween them, —an executingly uncombetween them, —an executingly uncombetween them, —an executing a parameter of the whole operation resolves result into this: —If the string of terrolic root in first cost is all important, and if the proper of traffic is very negation and if the proper of traffic is very negation of the proper of the proper of traffic is very negation of the proper Board of Lacie by Her Mey sty a (reported by officers in bor Majesty essions alread are intended to incidisasters, both to British and foreign happening on the coasts, but in a parts foreign ships are not fincled is hoped that as the returns become accurate, regular, and trustworthy, turn will become of value. After perience of a few years, the wreck can perhaps be tubulated and arran is done with the report of wrec happening on the coasts of the Kingdom," It appears from the It appears from the that 686 vegets were totally lost, a damaged during the year, exclusive lisions, and that of these disasters, curred on the coasts of Europe, 46 c of Asia, 52 on those of Africa, those of North America, 19 on t South America, 37 on those of At 28 on those of New Zealand, and sea. There were II vessels totall and damaged by collisions, bringi the total number of disasters up gross tonage 355,850 tons. The of lives lost was 1904, and 12,70 imperilled. 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 beard of after port, 422 were lost by vessels foun 403 by vessels stranding, 294 by being burnt, 169 by collisions or ac on board, 68 by ships or boats car 13 by exhaustion or exposure to co by falling or being washed overboa Od by various or other causes of causes unknown; - Wilmer & & European Times, Jan. 25,

THE PROJECTED TUNNEL UNDER N RIVER .- The project of excavating nel under Ningara 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 it's constra

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

" Korn Kobb," of London, prope a meany of getting rid of the sits 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 neighbor of bread, potatoes, beef and similar especially otherial matters.

-... A Cincipnati paper reports a disc that dusting a patient frequently lycopodium will not only allay the it tion in small poz, but will prevent hi

The California Legislature have p a law that any person compelling a hours a day shall to deemed guilty mediately hauled by the wind on the port | misdemeanor,