

TRAINS TO
THE BRUCE.

CREDIT
VALLEY.

TG&B.

and considerable business was done.

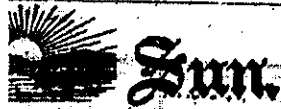
ABOUT COMPLETED.—We are glad to see that the new Station and Refreshment Rooms of the T. O. & B. R., are nearly finished, and in a few days will be in full running order. It was something that was sadly needed for some time past, as parties who intended traveling had to stand out in the rain or shine, waiting for the train.

October 2, 1879 Orangeville Sun

ARTISMENTS.

lane—A. Rose.
Robert Buchanan,
araton—
ghlin.

rted in the Local Column
of 10 cents per line ex-
re publication the cash should
r. A line at seven nina words
brings, and Death charged



NA FOR ALL.

, and the Truth Lies Between

Feb. 22, 1872

a, we learn that the
mando de Apure was
Government troops,
ery of one of the of-
ed force who betrayed
00. Six hundred men
een killed or drowned
e rebels.

cution.—Advices re-
ate that the Jewish
umania is increasing.
victims to the hatred
ntants, over whose ac-
es exercise no control.
oes unpunished, they
very species of indig-
n which their enemies
dwellings are fired by
l many of them have
nd placed themselves
tection. In the city
nty Israelites, includ-
dren, have fallen vic-
re have been wounded.

—The editor of the
ys: "On our visit to
ek for the first time,
esided in Brampton
ere agreeably surpris-
ent of the town and
perity. It is only a
are informed, that it
g village on the verge
w it is a flourishing
dsome blocks of brick
l churches. The ho-
arance, are far ahead
ees of entertainment,
kept as well as the

TORONTO, GUELPH & BRAMPTON RAILWAY.

NOTWITHSTANDING all that may be
said by captious fault-finders, the narrow-
gauge is working wonders. Of course,
like everything new, it has its drawbacks,
and will continue to have them until the
completion of the road to Kincardine and
Owen Sound, but with the progress made
in the past as a criterion we have ample
found for the hope that in the fu-
ture still greater efforts will be made to
meet the wants of the public, and fulfil
all the promises made to the people of
Orangeville when they voted so liberal a
bonus to place themselves in direct com-
munication with the leading grain and
produce market of Ontario.

In looking over the reports of the Tor-
onto City Council meeting, held last week,
we were highly gratified to find that, as
compared with preceding ones, the month
of January was an undoubted success—
the receipts for passenger and freight
traffic coming up close to \$13,000; and,
though unable at present to give the fig-
ures correctly, from all we can learn
Orangeville stands well as a feeder of this
traffic, having exported over 28,000 bush.
of wheat, 1,200 bush. of barley, 75,000
lbs. of dressed hogs, about 12 tons of
butter, 300 cords of wood, besides a very
large amount of general produce. The
merchandise coming into Orangeville
shows unmistakably that, large as is the
amount of grain brought into market, the
sales of general goods are keeping pace
with it. This of itself is a healthy sign.
But if this was the case in January, from
all appearances February will outstrip it,
if other stations contribute as good a
quota in proportion as Orangeville has
done.

On Friday last, there was a good de-
monstration of the power of the "Mono"
when she started from our station with
twenty-one cars loaded with grain, and
two with dressed hogs and general pro-
duce. On Monday morning, she arrived
here with sixteen grain cars, and before
one o'clock she steamed away with fifteen
cars of grain, one car of general produce,
and seven cars of cordwood. The pas-
senger business, we believe, has been at
the same time good, more than coming
up to the expectations of the railway
company.

Our cotemporary would fain have us
believe that he would prefer the stage
down the Center Road to traveling on
what he would like to make out the most

February 22
1872
Orangeville
Sun

Engine Monopulls
21 cars of grain
plus two other cars

than by the narrow gauge. The Northern Railway is not far away, even the Grand Trunk can be easily reached, and then there is the Wellington, Grey & Bruce.

Never during this winter, on the worst part of the narrow gauge, have more than two engines been required to clear the snow and ice obstructions, and it is certain the road cannot aspire to traffic stopped for a week at a time. Charleston may grumble about notes protested and the non-delivery of mails, but has not Walkerton and other places on the broad gauge any complaint to make? Stormy as the day may be, any of the merchants of Orangeville can step aboard the cars in the morning, ride to Toronto, do business there, and be back in time for tea. This is better than the stage. The management may require improvement, —more provision being made for a trade which was never anticipated. A leading business man declared the other day that more grain had been bought here in one week this winter than had been teamed to Brampton during the whole of last season. With such a statement staring us in the face, how can it be expected that provision could be made for such an unexpected amount of traffic, and comparing our facilities with those afforded by the Grand Trunk, and even the Great Western—one of the best managed roads on the continent—are these railroads able to supply the demand for cars made upon them in the winter season? Cut off the through trade as they will, and work their men day and night, they cannot move the produce offered.

That the Toronto, Grey & Bruce Railway Company is alive to its own interests and those of the public, is shown by their having ordered a number of engines of the pattern of the "Gordon" and "Mono," and their having started to build more cars themselves in addition to those contracted for in Owen Sound and Toronto. The trade of Orangeville has made rapid strides this winter—with the facilities that will ere long be placed at its disposal, it will be trebled, if not quadrupled, next season.

All honor therefore is due to the Laid-

February 22
1872
②
Orangeville Sun

Engines
Gordon and Mono

VERTISEMENTS.

Patulle,
Joseph Chayns.
—A McGraw.

inserted in the Local Column
charge of 10 cents per line each
where publication the cash should
be paid. A line averages nine words.
Marriages, and Deaths charged.



INES FOR ALL.

er, and the Truth lies Between

, Feb. 29, 1872

COMMITTEE.—The in-
charges brought by Mr.
he Government, reveals
it that Lewis, the land
in, did use his official
acnce to induce certain
the Government arrears.
l to vote for the Admin-
ite.

FAEL MANUFACTURING
is now, we believe, the
returning corporation in
At the annual meeting
the capital stock was
00,000, the additional
y taken by the present
e sales of the year were
It has one contract
ounting to \$100,000.

A meeting of the Libe-
electors of Mono was
Hall, Mono Center, on
int delegates to the Lib.

TORONTO, GREY AND BRUCE RAILWAY.

ITS DETRACtor RESUDED.

THE attacks of a cotemporary on the
Toronto, Grey and Bruce Railway have
been very emphatically repelled by the
men in whose interest he pretended to
make them. The merchants and busi-
ness men of Orangeville, at a meeting
which we report in another column, unan-
imously adopted a resolution expressing
entire satisfaction with the railway, and
complete confidence in the company. This
would have been enough to prove that the
editor's detraction was as baseless as it
was malicious; but the meeting went far-
ther, and publicly thanked the company
for the energy and enterprise with which
it had first constructed and afterward
equipped the road. This is nothing more
than the business men of Orangeville had
a right to do. The railway—according
to the largest exporters and importers
among them—and we presume their au-
thority is sufficient proof of the fact—has
at least augmented the trade of the town
tenfold, and largely increased the pros-
perity of the country tributary to it. Such
testimony as this speaks volumes in favor
of the narrow gauge, for if in the short
period of six months it has worked so sat-
isfactorily and so largely benefited the
country through which it passes, what
may we not reasonably expect from its
promising future. The blackmailing de-
tractor may bring complacency on his own
head, but he can neither injure the en-
terprise or embarrass its management.

DUAL REPRESENTATION.

THE bill to abolish dual representation
passed the Local House on Tuesday last.

EXECUTION OF JOHN TRAVIS.

JOHN TRAVIS was hanged on Thurs-
day morning in Toronto at five minutes
after nine o'clock. The prisoner appear-
ed on the scaffold, accompanied by the
Sheriff, Deputy Sheriff and the Revs.
Rice, Harris and Curtis, Dr. Richardson
and the jail surgeons.

Travis made a short speech, in which
he confessed that he had shot Johnson,
and had intended to shoot Mrs. Johnson
as well. He hoped, however, that he
would meet the dear man in Heaven.—
Travis spoke with a firm voice. The
Rev. Mr. Curtis offered prayer on the scaffold, and while he was yet praying, and
Travis was on his knees, the signal was
given and the condemned man fell. The
drop was about eight feet, death of course
being almost instantaneous. The body
was convulsed for a few seconds. The
execution took place in the east yard of
the jail. Burial service had been read
in the chapel at seven, in presence of Tr-
avis, who partook of a slight breakfast,
and appeared firm and composed through-
out the dreadful scene, shedding but few
tears. His dying wish was to be buried
beside his mother, whom he hopes to
meet in Heaven. His friends have ap-
plied for his body. An inquest was held
by Dr. H. H. Wright, and a verdict re-
turned in the usual manner. There were
about seventy-five people assembled, hav-
ing been admitted by passes, to witness
the execution. The executioner, who
did not wear any disguise, is said to be a
discharged soldier, named Fowler.

The prisoner had previously written a
letter to his spiritual adviser, (Rev. Mr.
Harris) fully admitting that he had shot
Johnson, and stating that he "clung to
the blessed Saviour as his only hope."

TORONTO, GREY AND BRUCE RAILWAY.

WHAT BUSINESS MEN SAY OF IT.

A MEETING of the merchants and bu-
siness men of Orangeville was called by
the Revs. Mr. M. McCarthy, at the
Paisley House, on Thursday evening, to
ascertain whether the complaints of ineffi-
ciency and mismanagement published by
a cotemporary, and industriously cir-
culated in Bruce to the prejudice of the
railway, and with a view to influence ad-
versely to the road the vote of the rate-
payers on bonds by-laws now pending;
were true or not. The meeting was well
attended. The Revs. Mr. M. McCar-
thy, presided as chairman, and Mr. J.
Lindsey acted as secretary. Among
those present were Messrs. J. Green, of
the firm of Chisholm & Co.; J. Gilchrist,
of Gilchrist & Kent; F. C. Stewart, of
McKinnon & Stewart; J. Eastman, of
Eastman & Cairns; R. Harrop, of An-
derson & Harrop; T. Macadam, A. Mc-
Gowan, J. Fraine, W. J. McCleverty,
W. Parsons, W. H. Scott, agent of the
Merchants' Bank; T. Y. Greet, Man-
ager of the Bank of Commerce; H. Dean,
and a number of other leading business
men.

The chairman having briefly stated the
object for which he had called the meet-
ing, Messrs. Gilchrist, McGowan, Scott,
Parsons, Greet, and others addressed the
assembly, all speaking in the most fa-
vorable terms of the Toronto, Grey and
Bruce Railway, and expressing their re-
gret that the accommodation afforded by
it for the cheap and ready transit of traf-
fic, as well as its influence on the prosper-
ity of the country and the trade of the
town, should have been so grossly misre-
presented and underrated. Some of the

February 29 1872

SELF-SACRIFICING, VERY.

So far as The Sun is concerned it might as well be published in Alaska as at Orangeville, for all the benefit it is to the neighborhood. People expect a new paper to advocate their interest. This is the course which always pursued.

MODERITY will not permit us to enumerate the benefits Orangeville derives from the publication of *The Sun* in the place; but we may venture to say that they are not of the kind meted out to the confiding and trusting friends who, by invitation, assembled at the *Advertiser* Office the other day to see the proprietor do some ground and lofty tumbling, preparatory to appearing in his great feat of going through the Whitewash Act. Whether the admission fee was too high, or our cotemporary's acrobatic feats indifferent, it is not necessary to say; but the exhibition did not appear very favorably impressed with this system of "advocating their interests," and evidently thought that they would have been quite as much benefited by the publication of the *Advertiser* in Alaska as in Orangeville. If this is "the course always pursued" by our cotemporary—and we have his own words for it—it will result in benefiting a multitude of one. Self-sacrificing, is he? Does a candle burn at both ends?

"THE RAILWAY MANAGEMENT."

AN effusion under this caption appeared in our cotemporary's issue of last week. It is a unique production—a long, rambling, rigmorale, without beginning, middle or end,—more like the incoherent ravings of a madman than the deliberate utterances of a sober mind. The heading would as appropriately suit any other article, and the article any other heading; but this illogical, impromptu characterizes the whole production. From its caption we imagined that this lucid performance was a reply to our rejoinder to our cotemporary's malicious attack on the Toronto, Grey & Bruce Railway, but it proved to be an abusive tirade against the secretary of the railway company and ourselves. It is said that vituperation is the last refuge of an ignoble mind, overthrown in controversy, and to this forbidden resort our vanquished "knight of the quill" had retreated. The head and front of the cotemporary.

TEMPERANCE LECTURE.—Rev. E. A. Griffith gave an able and interesting lecture on temperance at Monro Mills on Monday evening. Addresses were also delivered, on the same subject, by Rev. E. J. Fossenden and E. Lindsay. At the conclusion of the proceedings a number of those present expressed a desire to join the Sons of Temperance, a division of which will soon be opened at Monro Mills.

VISITATION PARTY.—On the evening of the 8th inst., a number of the members of St. Mark's Church gave their clergyman, Rev. A. Henderson, an agreeable surprise, when, having taken possession of his house and premises, they gave him presents in money and value to the amount of \$157. This is but one of the many tokens of regard for their pastor. It is only little more than a year since they bought him a very fine horse.

A BOLD ROBBERY.—Some person entered the Monaghan House, in Orangeville, on Monday evening, between the hours of six and seven o'clock, and during the temporary absence of the proprietor, abstracted \$133, the receipts for the day's sales, from the till. The thief, who had only a few moments in which to commit the robbery, must be either an adept at his business, or else well acquainted with the premises.

CREDIT VALLEY RAILWAY.—A meeting of the ratepayers of Erin was held at Kirk's Hotel, Hillsburg, on Wednesday, to consider the propriety of aiding this undertaking. The feeling of the meeting was strongly in favor of granting a bonus to the branch projected through Erin, and a resolution was adopted requesting the Reeve of that municipality to call meetings of the ratepayers at convenient places, at which the subject could be more fully discussed. Some meetings have already been held in accordance with this resolution, and at all the ratepayers have resolved to grant a liberal bonus to the road.

BIMONTHLY FAIRS, for the sale and exchange of farm stock.

RAILWAY ACCIDENT.—On Tuesday evening, the 14th inst., a man named Bobt Atkinson, employed on the Toronto, Grey & Bruce line, was killed by being jammed between two cars, a few miles below Charleston. From the evidence elicited at the inquest, it appears that one of the cars got partially off the track at a place on the road called Barker's Cut, and in attempting to get the car on the track again, the deceased was struck on the thigh by the drawhead of one car, and pressed against the platform of the next. He was immediately lifted into one of the passenger cars, and brought to Orangeville. Drs. York and Henry were summoned by telegraph from Charleston to be at the Orangeville station on the arrival of the train, where they attended and did all in their power to relieve the sufferer, but he gradually sank, and died about four o'clock on Wednesday morning. Dr. York held an inquest on the remains, and the jury rendered a verdict in accordance with the facts. Mr. Wrage, the Manager of the company, telegraphed to the station-master at Orangeville to provide every necessary for the unfortunate man, and the company would pay the expenses.

WHO IS HE?

A BIOGRAPHICAL ENIGMA.

WHO is he of the *gens homo*, Whose virus stings like snake or viper, Who'll dance to the tune of *maior-domo*, "No matter who may pay the piper," He's sour and crabbed, Almost rabid— Who is he? He is a sly and wily wight, With scowling aspect dark and gruff; His name I shall not here indite, Being much averse to write a "puff," He's always blowing, Discord sowing, Who is he? His gait is like a mazy dance, "Twist French quadrille & Spanish waltz, And should you meet his gaze by chance, You feel like taking Epsom salts; He's always growling, Whining, growling— Who is he? He looks just like a wolf at bay.

News of the Week.

CANADA.

ALL the members of the Government of British Columbia are Freemasons. The house of Mr Edward Brown, of Toronto, was entered on Saturday by burglars, who chloroformed the inmates, and took a gold watch valued at \$100 and \$160 reduction of

times. He pleased, but he would also add, and he had no doubt that the previous speaker would agree with the remark, that the Almighty used human instrumentalities to effect His purposes and designs. Mr. Ferguson said he had been an Orangeman in Ireland, and could not forget the days he had passed in the county of Wexford. In private life he had carried out his principles, but especially had he done so in Parliament. During last session, although there were eighteen or twenty Orangemen in the Assembly, he had fought on the floor of the House single-handed and alone against a sectarian grant, and he would as a matter of principle and of duty oppose all such grants in the future, as it was his firm conviction that people of every denomination should support their own institutions. The chairman made a few remarks in conclusion, and thus ended a very enjoyable meeting.

CARDWELL.

To the Electors of Cardwell:

GENTLEMEN,—Do not be deceived by the rumor that I do not intend to face the great "Northern Bear" at the coming election, but am only opening the way for some other man. As I had nothing to do with getting up the Convention, nor even spoke to any of the delegates as to whom they should choose, and as those composing it were the very best men in the county, and made me the man of their choice, I want it now to be distinctly understood that I am in the field against all other candidates for the county of Cardwell at the ensuing election for the Dominion Parliament, and that I intend to contest the same until the close of the polling. I remain, yours truly, ISAAC HARRIS.

THE re on the 4th under Tre Heattack capturing trains and the cavalry ment here

GREY

THE Qu the widow THE sen rey, M.P., MURPHY dead. It i by injuries at Whiteh

A REPO all friendly and Urgua The clai who has be decision in the require release.

A RIOT t night, on th the home ri lit, and the thrown. S The Ab consequence the 5 April; the reduction of

TORONTO, GREY & BRUCE RAILWAY
—OPENING TO OWEN SOUND—From an advertisement in another column, it will be seen that the Grey Extension of the Narrow Gage will be opened for traffic on Saturday, the 9th of August, when a train will run right through from Toronto to Owen Sound, leaving Toronto at 9 A.M. On and after Monday, August 11th, a train will leave Owen Sound at 11 A.M., each day, and connect with the train leaving here for Toronto at 6.05 P.M. The train leaving Toronto at 3.45 P.M., arriving at Orangeville at 7.05 P.M., will run to Owen Sound, leaving this station at 7.25 P.M. This is preliminary to a general opening in September, when the line will be fully opened for traffic. At present the utmost energy is being evinced by the contractors to push ahead the completion of the ballasting, so that this fall, though not fully completed, there will be a good road to run over and accommodate the large business which may confidently be expected.

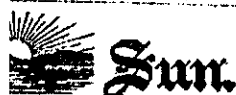
A. DEAN, D. C.

August 1873 Owen Sound

Monday in February, day,
 Friday in January, April,
 February, April, June, Au-
 gust, December.
 Thursday in January, April,
 Friday in every month.
 See the Guelph Fair.
 Third Wednesday in each
 flowing the Mount Forest
 preceding Orangeville
 preceding the Third
 month.

ARTISements.

Corris.
 imon.
 twin.
 tion Rooms.



S FOR ALL.

AUGUST 14, 1873

of Halifax, and John
 Cork, have agreed to
 O aside. The race
 alifax, on the 28th

re occurred at Port-
 three fine steamships
 re at the Portland
 nantity of goods of
 also destroyed upon

nty of Grey in ar-
 be sold by public
 id on Tuesday, the
 less sooner redeem-
 ed in these lands
 this fact in mind.

TATEMENT of the
 e for the first six
 year shows an in-
 sed over the same
 3,500 tons, and an
 1,096,000 tons.

stimates of the De-
 re, the wheat crop
 his season is likely
 shels. Last year
 to was 220,000,
 tual crop turned
 bushels.

foot to have an
 ts' Bank started
 t banking accom-
 quate to the re-
 n. The petitions
 rs are signed by
 men, and stronger

which it would more politely describe a
 man who traffics in "private correspon-
 dence," without sacrificing truth to
 etiquette. We hope McMullen will
 prosecute his suit, for, bad as *The Mail*
 has represented him to be, the attempt to
 wash his dirty linen in the courts will, in
 all probability, show him to be even worse,
 and will give Canadians some idea of the
 value to be put on the evidence of the
 chief witness against the Government in
 the Pacific Railway charges. \$50,000!
 twice the sum wouldn't give a man a
 character for honesty, who has all his
 life been a sharper.

THE GENERAL LEGISLATURE.

THE General Legislature assembled at
 Ottawa on Tuesday, and the Speaker
 having taken the chair and called the
 House to order, Mr. McKenzie, amid
 much uproar, moved a resolution to the
 effect that it was inexpedient to prorogue
 the Legislature, until it had an oppor-
 tunity of providing for a full inquiry in-
 to the charges preferred against the
 Government in reference to the Canadian
 Pacific Railway, but before the motion
 had been seconded and put to the House,
 a message was received from His Excel-
 lency, Earl Dufferin, proroguing the
 Legislature till the 23rd of September,
 and announcing that in the meantime a
 commission would be issued to investigate
 the charges; that the evidence produced
 before such commission would be taken
 on oath, and submitted to the House
 with all due diligence. As the meeting
 was *pro forma* very few of the suppor-
 ters of the Government were present.
 The Opposition, however, mustered in
 full force, with a view to prevent the
 prorogation by inducing His Excellency
 not to act on the advice of his sworn ad-
 visers; but their efforts to subvert con-
 stitutional government, signally failed.

THE PROROGATION.

THE agony is over. The first session
 of the second Parliament of Canada has
 been prorogued, and those who saw, in the
 efforts of the Grits to prevent the proroga-
 tion, an attempt to subvert constitu-
 tional government in this fair country,
 can now breathe more freely. The crisis
 —and no more serious one ever threaten-
 ed the destiny of the Dominion—has
 been averted through the firmness of Earl
 Dufferin in refusing to act on the un-
 patriotic counsels of a disappointed fac-
 tion, and in adhering closely to constitu-
 tional usage and practice by carrying out
 the suggestions of his sworn advisers.
 His duty as Governor-General required
 this much of him, and the country, re-
 posing in him and in his Administration
 the fullest confidence, expected neither
 more nor less.

The prorogation is a triumph for con-
 stitutional government, and will prove a
 precedent which may in future have a
 wholesome effect in similar cases.

LITTLE TORONTO.

AMONG the many villages which have
 sprung up along the line of the Toronto,
 Grey & Bruce Railway, Little Toronto,
 or Luther, as it is more generally called,
 is perhaps one of the most progressive.
 Three years ago it contained only one
 solitary dwelling, but now it has nearly
 thirty handsome residences, a steam saw
 mill, three general stores, a good hotel, a
 wagon and blacksmith shop, a millinery,
 establishment, together with three fine
 churches, and a commodious school house.
 A large business is done in the place, the
 saw mill, which is owned by Mr. A.
 Richardson, giving employment to several
 hands, while the stores of Messrs. Daw-
 son & Scott, Gordon & Hamby, and
 Bristow & Bros., do a large and profit-
 able mercantile trade. Messrs. Baxter
 & Bro., of the wagon factory, also do a
 large business, while the hotel, under the
 management of so amiable and obliging a
 landlord as Mr. Stuckey is, affords every
 accommodation to the wants of travelers
 and guests. In the march of material
 progress, the denizens of Little Toronto
 have not lost sight of the spiritual wants
 of the community, as four denominations
 hold services in the village every Sunday,
 while a Sabbath School, superintended
 by Mr. P. Duffy, is well attended by the
 youth of the place. Among the new
 buildings in course of erection, are three
 churches—Episcopal, Wesleyan and
 Presbyterian—and a handsome frame
 school house. Altogether the village has
 grown rapidly, but its progress has been
 somewhat retarded in consequence of the
 difficulty of purchasing building lots,
 and the imperfect transit facilities af-
 forded by the Toronto, Grey & Bruce
 Railway. These hindrances to its growth
 will, however, soon be removed, as Mr.
 M. Leeson has just placed a number of
 eligible building lots in the market at
 prices which cannot fail to satisfy in-
 tending purchasers, while the Toronto,
 Grey & Bruce Railway Company, has,
 on account of the rapidly increasing busi-
 ness of the place, decided to erect com-
 modious buildings at the station.
 Situated midway between Arthur and
 Orangeville, in the center of a fine
 agricultural district, rapidly increasing
 in wealth and population, Little Toronto
 cannot fail to become a place of consider-
 able importance.

Local Intelligence.

BOTTLED ALE, very cheap, at the
 Maple Leaf Store.

DIRECT railway communication was
 opened on Saturday between Toronto and
 Owen Sound, per the Toronto, Grey and
 Bruce Railway. The first passenger train
 arrived at Owen Sound from Toronto at
 eight o'clock in the evening.

August
 14
 1873
 Orangeville
 Sun



Owen Sound Advertiser

Owen Sound, August 14, 1873.

THE TORONTO GREY AND BRUCE RAILWAY.

ARRIVAL OF THE FIRST REGULAR TRAIN

Saturday last is a day long to be remembered in the railway history of Owen Sound. At twenty minutes to nine o'clock on the evening of that day the first regular railway train that ever ran to this place was safely brought into the station here, by Conductor Sproule. The train consisted of the locomotive and tender, two passenger and three freight cars. Among the passengers were Mr. Wragge, chief engineer, and Mr. Weatherston, general superintendent of the road, and a number of ladies from Toronto. The train was met at the station by a large number of our citizens, who, although this was not the formal or grand opening of the road, were only too glad to have this opportunity of welcoming to Owen Sound the first regular train over a road that it is expected will contribute largely to the growth and mercantile prosperity of our town. And this it will assuredly do. Although at present but one train a day is running to Orangeville, the advantages of direct railway communication with the Queen City, are already being realized by our merchants and tradesmen. Freight shipped from Toronto in the morning arrives here the same day. None of those delays of one, two, three, and even four or more weeks, such as merchants have had to put up with for many months past, are experienced. Freight is shipped through direct, both to and from Toronto; and passengers can make the journey in as short a time as by any other road, without the necessity of staging it for eighteen or twenty miles. The Company intend shortly to have a handsome station house erected here, and in the meantime a temporary one, sufficient for all present purposes, has been provided. Early in September the grand opening of the road will take place, when additional trains will be put on, which will enable parties to go to Toronto, do their business, and return the same day. The benefits thus to be derived by the public will be great; and the prospects of the Company are equally good. Not only will there be a large passenger traffic, but the

CHATSWORTH.

From our Own Correspondent.

When the historian—who is probably yet unborn—comes to write the history of Chatsworth, he will write down Saturday the 9th of August as one of its great days.

The people of Chatsworth have been all this summer familiar with the whistle of the locomotive; but they felt specially interested in that harsh music as heard last Saturday the day on which the first regular train was run over the Toronto, Grey and Bruce Railway, thereby connecting Chatsworth with Toronto.

A large number of people assembled long before the arrival of the train, and while they are waiting let us walk round the Station, and take note of what we see.

The buildings are situated near the river which the people of Chatsworth are accustomed to call the Spoy; and not far off is a fine poplar grove in which is a clear, cool spring.

The buildings are, first the Station house which is neat, and of moderate size, situated on the west side of the track, and containing a ladies' waiting room where tickets may be got without entering the general waiting room and which is a great improvement, the station master's house.

Then the grain warehouse, a few yards south of the station, is a large building and is capable of containing a large quantity of grain.

But while we are viewing this point we hear the whistle of the approaching train, and in a few moments it glides into the station. The passengers then step out to smell the fresh air, and to exercise themselves. After an interval of about a quarter of an hour the cry "all aboard" is heard, they resume their places, and are on the way again.

Chatsworth has not grown much of late, and we see no new buildings going on; but it is expected that matters will take a turn for the better now, as a grain merchant has commenced buying, and talks of building.

We shall be very glad to hear from our correspondent as frequently as he can find time.—ED. ADV.

At this season of the year every one takes great interest in the crops, and reports from all parts of the country are anxiously made. It is a subject that all classes have a deep interest in, not only farmers but merchants, bankers, and in fact no one can be indifferent to so important a matter. While in some parts of Ontario the crops are far from being satisfactory, it is a pleasure to us to be able to state that in this and the neighboring townships the crops are good, the fields are "pleasant to behold." The fall wheat is good, but there was not a very large sowing; most of it will be in the barn this week in good condition. Some wheat was never better, better and

August 14
1873
Owen Sound

When the "battle of the gauges" was in progress, one of the objections urged against the narrow gauge was its assumed incapacity for the timber trade, as it was asserted that none but very short timber could be carried round the sharp curves, which are one of the most important features of the narrow gauge system of construction. Experience has proved the fallacy of this argument, as both the narrow gauge lines have carried very large quantities of timber of all kinds. It is stated that a stick lately carried into the city of Toronto on the Toronto, Grey and Bruce Railway was the largest ever carried over any Canadian railway. It contained over 400 cubic feet, and its weight was estimated to exceed ten tons. No difficulty was experienced in handling it, and it was hauled with ease round the sharpest curves on the line. So says the *Mail*.

The London *Advertiser* says a new post has

On An Engine.

laugh
But
I was
from
n. I
that
occur
nerve
in a
rose
cene;
grew
before
slow-
is, of
ating
near-
like a
the
which
A
tains.
usic;
sight,
istas.
a the
at I
in all
their
isble
once
rash,
car
d to
then,
rd. to
way
the
ying
lance
ora?
f ac-
Ada
wing
cold
iend,
'she
The
upose
th a
be-
as
'Lie
geon
and
nder
pot.
I no
ether
h a
rms,
ora,
that
had
than
roof,
an-
lave
girl
ie of
wer-
or a
rse,
next
eyes
the

"Many things," sang the greatest of Greek poets, "are ingenious, but there is nothing more ingenious than man." Had the poet, however—may his shade forgive the anticlimax—been able to exchange his sunny Athens for our land of fogs, and, anticipating two thousand years, have found himself by my side on the engine of the express, he would probably have discerned a point in his remark which he never suspected when he made it. Man has achieved greater attainments now than taming the 'proud necked horse,' and steering under the waves that roar around him, and one feels a sort of regret that the poet who could so proudly appreciate and so eloquently celebrate those rudiments of the future triumphs of his race was never permitted to see them in the plenitude of their glory—to behold them as we behold them now. I never fully realized the awful power of man—the sublimity of the might he wields—till I took my place on the engine of an express train. A train at night is a spectacle of terrible magnificence anywhere, but we have become so familiarized with it that it has lost its force, and we simply regard it in the ordinary realistic light in which we look on any other casual object. We can stand unmoved on a railway, see the iron mass that whirls a helpless freight of our fellow creatures 65 miles an hour dash flashing past us, hear the scream and rush, feel its hot blast on our face, and the earth quivering under our feet without the slightest emotion. But take your stand on the engine itself, and all is changed. Then everything regains its significance—everything presents itself in a new and terrible light; and, helpless in the horrible presence of death, you feel absolutely no control over your emotions or actions; you are in other hands than your own. Let the firm hand of that bronzed figure beside you fail—let the sharp eye read false the bits of flickering glass that twinkle in the distance—and you know well that in one minute you may be a shapeless mass of flesh undistinguishable in member, joint and limb. These feelings were not altogether absent from me when I, a few nights ago, mounted for the first time in my life the engine of one of the night expresses. We were to run about seventy miles without stopping, and I was advised therefore by my friend the engine-driver to provide myself with something hot, 'the hair bein', as he remarked, 'werry sharp in the early morning.' The engine which was to take us was one of the most splendid on the line, bright and new with its polished boilers, through which the steam was hissing, glittering under the station lamps, and its tall, bold funnel, with its rim of copper, smoking idly like an *effete* volcano. Gradually the carriages filled; presently the sharp whistle of the guard rang through the air, and an abrupt scream almost simultaneously followed from the engine. The steam was turned on. A thrill of life seemed to vibrate spasmodically through the iron frame of the huge mass of machinery before me. It panted hard, and shooting up huge columns of dense vapor, began slowly to move. Easier and easier seemed the effort, and in a few minutes we were fairly on our way. Out into the night we paced, faster and faster became our speed; the course was cleared, its ragged outskirts were disappearing; fields and plains were bursting on our view, and with a dull, hollow roar we passed over two bridges—the shadow of lurid lights and feathery drifts of smoke flecking for an instant the inky surface of the waters beneath. On we sped. On each side of us now were the open fields; the cattle lay, motionless, heaps of white, in the glimmer, careless and stirless, though we passed them so close; ever and anon the dark form of a grazing horse



Advertiser

October 9th, 1873.

ONE FARM.

I thought they had found There was some mistake at the Stone Farm purchase for a Model proceedings on the which have ended in a failure according to Hon. and intentions. To proceed there was for the for the outcry made, for a none; we quote the on the Mail. We choose as at the head of the.

After detailing in its from the Mimico Farm and the preliminary

ter rested until April. The preliminary agreement between Mr. Stone and Mr. McKellar was then made out. Then that Mr. McKellar had only been married, and when he told to him in April he was ignoring the previous understanding "better terms," left in possession until he had the benefit and to that Mr. McKellar. The next delay was as to the title; and pointed, a fresh batch of arose. Mr. McKellar the first under the in contained 550 acres, and the area was. Mr. Stone then put better terms," demand. Mr. McKellar argued that the whole farm and of acres; but Mr. McKellar and it was thought for me would collapse. It was arranged that Mr. McKellar in possession of thirty acres to be taken from any which Mr. McKellar and this also was agreed drawn up and sent to another difficulty arose. McKellar could not sign the deed as the 300 acres had not been blocked but in absurdly he made up his mind to do with Mr. McKellar. McKellar went to the Province, and in his journey, and there heard of. The Commissioner intended to carry the war that view two men into to seize the farm from the Ontario Government, and of our Sovereign Lady, and dignity. On Mr. Stone found the two they had broken a pane the key, and entered possession. Mr. Stone their business, but they authority nor gave him. They were ar-

That Beauville Tea Skittles.

Great was the title in Beauville; for was it not to be the place where an injured and calumniated Prime Minister was to find a solace for all the trials and agonies those pestilent Grits had subjected him to? Was he not to find in an appreciative people a relief from all his troubles? Were not his groans and sighs and tears over the immoralities of these scandal-mongering evil-doers to find a sympathetic audience, who would return him groan for groan, sigh for sigh, and mingle their tears with his, weeping over the enormities of his and their enemies. Was he not to have another opportunity of lifting his eyes to heaven, raising his arms to the skies and shouting "These hands are clean"? Alas! for the vanity of human wishes! Sir John could not come, Dr. Tupper couldn't come, none of the Ottawa Cabinet could come, and Beauville was disconsolate. But still there was hope. Hon. Mr. Cameron came, and Mr. C. J. Rykert came, and the rain came down, only not sufficient to wash the "clean hands"—and a considerable number of teams came. The tea and cookies were not to go to waste, because of the want of the Honorables and Right Honorables; and so we suppose the appetites were satisfied though the minds went away as empty as they came. No doubt Hon. M. C. Cameron expatiated on the impropriety of publishing private notes, remembering his "Speak Now" feat; no doubt Mr. C. J. Rykert opened his scrap-book, and entertained the company with copious extracts therefrom. But alas! either there was no reporter, or the Mail did not think the speeches worth reporting, and so we are without the precious lessons so eloquently delivered by these gentlemen, and kindred spirits. We are reluctantly forced to the conclusion, that Beauville is not destined to be immortalized just yet, and that the demonstration was, we grieve to write it—a fizzle!

Indignation Meetings.

The Reform Pic-nic was held in Paradise Grove, Niagara Township, on Tuesday Sept. 30. The weather was cold and bleak, and consequently the attendance was not so large as was expected. The meeting was addressed by W. A. Thompson, M. P., Welland; Hon. J. G. Currie, Hon. A. Mackenzie, Hon. E. Blake. After which resolutions condemning the Government were moved, seconded and carried; also a resolution thanking Mr. Huntington for the course he took, and his energy and fearlessness in pursuit of that course.

Mr. Beauville's constituency of Hochelaga held a meeting at St. Henri to express their views regarding the conduct of their representative in taking \$7,000 from Sir Hugh Allan to purchase his election. The Hon. Joseph Cauchon, M. P., V. O. W. Dorion and Wilford Provost, M. P., addressed the meeting. Mr. Beauville, although invited to attend the meeting, did not feel inclined to do so, and therefore lost a fine opportunity of enlightening his constituents upon the subject of purchasing support by other people's money. The meeting testified their sense of his retiring disposition by first voting resolutions condemning the Government and secondly paying the same compliment to their member.

The Chatham Planet gives a very lugubrious account of a Grit Pow-wow, which was held at Thompson's about a week since. "Mail.

Of course any Reform demonstration

Opening of the Toronto, Grey and Bruce Railway.

IMMENSE CROWDS.

Great Enthusiasm.

Yesterday was a great day in Owen Sound, the County Show for one thing, and the opening of the Toronto, Grey and Bruce Railway for another, culminating in a grand Banquet in the Town Hall, given by the Directors to the inhabitants of Owen Sound and the surrounding country, and finishing off by a Ball. Of course the Town and Town Hall were both decorated for the great occasion. Festoons of red, white and blue stretched across Poulett and Union streets, and a pretty arch of evergreens spanned the former street at the North corner of the Market Square, and flags were flying at various places, giving the town quite a gala appearance. The Battalion Band was on hand as usual under the direction of Mr. Johns. About two o'clock the various omnibuses belonging to the hotels were driven down to the temporary station at the Superior wharf, and the sidewalks of Bay street were crowded with foot-passengers, while numerous buggies and other vehicles conveyed people who preferred to ride to that destination. All around the station at every vantage ground sight-seers were swarming and straining their eyes most earnestly along the line in expectation of the coming train which was expected at half-past-two. It did not come at that hour however, nor for a long time afterwards. Meanwhile the Band to help to while away the time discoursed some pieces of music, and the various parts and buildings about the station underwent an inspection by parties from the country, to whom the sight of a railway station was a novelty. At twenty minutes to four o'clock the whistle was heard at the curve near the French village, and the train steamed slowly up to the station, the Band playing a lively welcome. Soon the omnibuses and other vehicles were crowded with the new arrivals, and those who could not find room, and did not care to wait the return, footed it up to town. The excursionists had brought the Band of the Grand Trunk Brigade along with them, and on the way up, that Band alternately with the 31st Battalion Band delighted the inhabitants with music. Along Bay street, down Division and along Poulette street they marched while the last of the sight-seers had not left the station when the first arrived at Poulett street. There never was such a crowd since Owen Sound was built. They swarmed along reminding one of the streets of some of the old country cities, or of Broadway, New York. The enthusiasm was great, and all seemed happy. Among the excursionists we noticed a number of Toronto ladies, who would be able to appreciate the great natural beauties of our pretty town and magnificent harbour, and we hope this visit will please them so much that they will often repeat the pleasure in

October 9

1873

TG&B

opens

to Owen Sound

George at that time asked Sir Hugh to help the Government at the elections to the extent of \$100,000; that he afterwards, on the same day, embodied the request in a letter, without specifying any sum; and the still other fact that Sir Hugh granted \$85,000 to Sir George, \$32,000 to Langevin; \$45,000 to Sir John A.; \$7,000 to Menzies, and \$15,000 or \$17,000 to nameless parties; and the further fact that Sir Hugh got the Presidency and the Charter. "Patulent facts," says the *Enterprise*, I consign you to eternal oblivion! Sir John is innocent! Yes, having been, on the sworn testimony of the witnesses nominated by his captivators, proven innocent of the gross and malicious libels on his character," it might be worth the while of innocents like ourselves to ask why Sir John, could possibly be guilty of "gross and malicious libel" on his own character, but we will let that pass to the oblivion of the facts. We never understood, however, that it was customary for any one to libel himself. But that is not what the *Enterprise* means, at least we think not, for it would be hard to say what it means, only we think it intends to say "charges" instead of "libels." Now, all the facts above enumerated prove the "charges" (not "libels,") but Sir John, in the opinion of the *Enterprise*, is not guilty of what himself, Sir Hugh Allan and Langevin, and many others testify he is guilty. The *Enterprise* man would be an invaluable friend to have on a jury, if one happened to be guilty of any crime. What would he care for evidence, say even for confession? Not the "first and best" at least if he dealt with it as he deals with the evidence of the Royal Commission, and the confessions of Sir John. Well, having concluded to his own satisfaction, that the confession of Sir John is no confession, or at most an admirable weakness, how he launches forth against those Grits, he roars "and it would do a man's heart good to hear him roar." But before roaring, he thinks "it might be interesting to take a retrospective view of his (Sir John's) accusers." "A retrospective view!" Mark ye that, my masters! Whether he looks over his shoulder at the accusers, or takes a view of their backs we cannot decide, but whichever it be, it must be awful to have the *Enterprise* taking a retrospective view of these accusers. We wonder their hair does not stand on end! And now for a sample of the roaring. "Language was not adequate to express the Pharisaical virtuous indignation of the immaculate Grits." Heard ye ever such roaring? How the adjectives come swelling in like the "swelling ocean of many sounds." Again, "Sir John was too old a politician to be dragged into controversies through the press. When the proper time arrived he was prepared to act and prove the falsehood of the crimes with which he was accused." We, in our ignorance of English, would have said "falsehood of the accusations," but not so the *Enterprise* man. He goes to the root of the matter; with him it is "falsehood of the crimes." Again, "every witness named by the accusers hays, (sic) under the solemnity of an oath, declared Sir John innocent of the fabricated charges." The facts above enumerated will please stand aside and let the *Enterprise* pass. "And not even the shadow of guilt remains." Right at last, *Enterprise*; not a shadow remains, all is clear as noonday, and clear, too, by Sir John's own confession. There is not a doubt of his guilt; he has confessed it, and it stands out in all its blackness. But we have not time or space to follow the *Enterprise* further, though he is funny fellow.

Mr Wm. BEATON will sell by Public Auction, on the 5. con-12, Derby, on Tuesday, Oct. 21, Farm Stock, Implements, etc., belonging to the estate of the late John Henderson. See bills.

The Owen Sound Cattle Fair will be held on Saturday the 18th inst., as previously announced in the ADVERTISER, and not on the 11th as stated in head bills issued a few days since.

Short woolled Shearling Ram, 1 entry—Tice. Ormiston.
Short Woolled Ram Lamb, 1 entry—S. W. Squires.
Short Woolled Shearling Lamb—1 entry—S. W. Squires.
Pair of Short Woolled Ewes, 1 entry—S. W. Squires.
Pair of Short Woolled Shearling Ewes. 2 entries—S. W. Squires.
Pair of Short Woolled Ewe Lambs, 1 entry—S. W. Squires.

SWINE.
Boar, 8 entries—1st H. C. Lang, 2nd B. W. Wood.
Boar Pig of 1878, 2 entries—1st H. C. Lang, 2nd Wm. Holmes.
Sow, 8 entries—1st H. C. Lang, 2nd Wm. Holmes.
Sow Pig of 1878, 10 entries—1st Jas. R. Todd, 2nd J. R. Todd.

POULTRY.
Pair of Dorkings, 2 entries—1st D. Armstrong, 2nd D. Armstrong.
Pair of Polands, 2 entries—1st S. W. Squires, 2nd H. C. Lang.
Pair of Brahmas, 4 entries—1st S. Parks, 2nd A. Frost.
Pair of Hamburgs, 2 entries—1st S. Parks, 2nd W. Plows.
Pair Cochins Chinas, 1 entry—A. Frost.
Pair Spanish, 4 entries—1st W. Brown, 2nd H. C. Lang.
Pair Game, 9 entries—1st S. W. Squires, 2nd R. Holmes.
Pair Aylesbury Ducks, 2 entries—1st H. C. Lang, 2nd J. J. & W. Cannon.
Pair of other Ducks, 8 entries—1st A. Frost, 2nd Jas. Cochrane.
Pair of Turkeys, 6 entries—1st Wm. Plows, 2nd J. J. & W. Cannon.
Pair of Geese, 6 entries—H. C. Lang, 2nd Jas. Dickson.

GRAIN, ROOTS, &c.
White-Fall Wheat, 8 entries—1st Wm. Brown, 2nd D. Hiltz, 3rd Geo. Reid, 4th A. Sibbald.
Midge-proof Fall Wheat, 8 entries—1st J. Linn, 2nd John Campbell, 3rd A. Hardie, 4th Daniel Taylor.
Genesee Spring Wheat, 8 entries—1st Wm. Brown, 2nd G. Garkness, 3rd A. Sibbald, 4th Gideon Currie.
Glasgow Spring Wheat, 16 entries—1st Jas. Thomson, 2nd John McVannell, 3rd D. Taylor, 4th Wm. Brown.
Barley, 6 entries—1st Wm. Fawcett, 2nd G. Harkness, 3rd D. Armstrong.
White Oats, 5 entries—1st G. Harkness, 2nd A. Sibbald, 3rd P. Kelly.
Black Oats, 7 entries—1st J. Thompson, 2nd W. Thompson, 3rd A. Hardie.
Large Peas, 1 entry—J. J. & W. Cannon.
Small Peas, 6 entries—1st J. J. & W. Cannon, 2nd W. Thompson, 3rd W. Fawcett.
Timothy Seed, 6 entries—1st J. Campbell, 2nd T. Maynard.
Flax Seed, 5 entries—1st T. Maynard, 2nd D. Hiltz.
Indian Corn, 5 entries—1st J. Dickson, 2nd J. Brown.
Beans, 11 entries—1st J. Dickson, 2nd P. Inglis.
Cup Potatoes, 7 entries—J. J. & W. Cannon, 2nd J. Dickson, 3rd J. Thompson.
Other variety Potatoes, 12 entries—Jno. Linn, 2nd J. Dickson, 3rd D. Hiltz.
Collection of Potatoes, 4 entries—A. Frost, 2nd T. Maynard, 3rd J. J. & W. Cannon.
Mangold Wurtzel, 11 entries—1st P. Inglis, 2nd A. Frost.
Swedish Turnips, 14 entries—1st G. Currie, 2nd G. Harkness.
Other kind of Turnips, 9 entries—1st W. Plows, 2nd R. Armstrong.
Blood Beets, 16 entries—1st J. Chisholm, 2nd G. Snider.
Field Carrots, 11 entries—1st J. Brown, 2nd A. Sibbald.
Table Carrots, 18 entries—1st J. Dickson, 2nd R. Sward.
Parsnips, 7 entries—1st A. Frost, 2nd W. Currie.
Seed Onions, 5 entries—1st T. Maynard, 2nd G. Snider.
Potato Onions, 8 entries—G. Snider.

2nd John Harkness; 3rd George Reid.
Span of Carriage Horses—Archibald McLaren; 2nd Donald McLarty.
General Purpose Horse—Robert Steele; 2nd Gideon Harkness.

CATTLE.
Yoke of Working Oxen—William Brown; 2nd J. J. & W. Cannon.
Bull, 2 years and over—Henry C Lang; 2nd Robert Johnston.
Yearling Bull—Gideon Harkness.
Bull Calf—Henry Rixon.
Milch Cow—Henry Rixon; 2nd G. Harkness; 3rd G. Harkness.
Two years old Heifer—J. J. & W. Cannon.
Yearling Heifer—Henry Rixon; 2nd J. J. & W. Cannon, 3rd Robert Steele.
Heifer Calf—G. Harkness; 2nd H. Rixon.

SHEEP.
Ram—J. J. & W. Cannon; 2nd D. McLarty.
Shearling Ram—James Maynard; 2nd A. Sibbald.
Ram Lamb—A. Sibbald; 2nd G. Reid; 3rd A. Sibbald.
Pair of Ewes—George Reid; 2nd do.; 3rd James Maynard.
Pair of Shearling Ewes—Jas Maynard; 2nd do.; 3rd David Armstrong.
Pair of Ewe Lambs—J. J. & W. Cannon; 2nd D. Armstrong; 3rd Robert Armstrong.

SWINE.
Boar—1st and 2nd Henry C Lang.
Sow—Henry C Lang.

GRAIN, ROOTS, FRUIT, ETC.
Fall Wheat—William Brown; 2nd G. Reid; 3rd A. Sibbald.
Spring Wheat—Daniel Taylor; 2nd John Cooper; 3rd J. J. & W. Cannon.
Barley—G. Harkness; 2nd A. Sibbald.
White Oats—A. Sibbald; 2nd G. Harkness.
Small Peas—J. J. & W. Cannon; 2nd David Armstrong.

Timothy Seed, half bushel—John Carver; 2nd Daniel Taylor.
Indian Corn—James Dickson; 2nd James Maynard.
Potatoes—J. J. & W. Cannon; Jas Maynard, Swedish Turnips—G. Harkness; 2nd J. J. & W. Cannon.
Field Carrots—Robert Steele; 2nd Andrew Sibbald.
Table Carrots—James Dickson; 2nd David Armstrong.
Blood Beets—William Brown; 2nd John Carver.

Seed Onions—H. C. Lang; 2nd J. Maynard.
Top Onions—John Markle.
Potato Onions—James Ross.
Cabbage—1st and 2nd D. Armstrong.
Cauliflowers—J. J. & W. Cannon; 2nd David Armstrong.
Tomatoes—J. Ross; 2nd D. Armstrong.
Peas—G. Reid; 2nd J. J. & W. Cannon.
Fall Apples—D. Armstrong; 2nd James Maynard.
Winter Apples—D. McLarty; 2nd William Brown.
Collection of Apples—W. Brown; 2nd H. C. Lang; 3rd John Cooper.
Grapes—1st and 2nd James Maynard.
Selection of Flowers—1st and 2nd Henry C Lang.

Powdered Butter—James Dickson; 2nd J. Maynard.
Salt Butter—J. J. & W. Cannon; 2nd James Maynard.
Cheese—Jas Dickson; 2nd G. Harkness.
Tattling—D. Taylor; 2nd H. C. Lang.
Crotchet Work—D. Taylor; 2nd Archibald McLaren.
Patchwork Quilt—D. Taylor; 2nd A. McLaren.
Fine Needlework—Daniel Taylor.

We understand that a demand in the form of a Petition to the Warden and County Council signed by eighteen of the Rate-payers of Normanby and Egrement, and also by the Vice-President and Secretary-Treasurer of the Wellington, Grey & Bruce Railway Co., has been served on the Warden, asking him to call a special meeting of the Council to pass By-law No. 199. As the requisitionists have no authority to make such a demand, the Warden has declined to comply with it, their being nothing in the Statute book.

tioned:
October 6th, 1873.

NEW PARTNERSHIP

BRECKENRIDGE & WILSON.

Cabinet Makers

AND

UNDERTAKERS.

AUCTIONEERS

AND

Commission Merchants.

Have now on hand an Extensive Assortment of Furniture which they are selling Cheap for Cash. They will be prepared in a short time to do

Undertaking

In all its branches in
(FIRST CLASS STYLE.

AUCTION SALES attended in Town and Country at reasonable rates. All kinds of Commission business attended to promptly and satisfactorily.
R. BRECKENRIDGE. W. WILSON.

Owen Sound, Oct. 8, 1873.

Cure of Bone Spavin.

THIS is to certify that my horse has been lame for 1 year one year from bone spavin, and about two months ago I brought him in to the Cowles House Stables, to Mr. George Lockwood, who operated upon it with success, by removing the bony enlargement from the joint, thereby effecting a complete cure of his lameness, making him perfectly sound inside of one month from the time he was operated on. I would advise any one owning a horse troubled with bone spavin to apply to Mr. Lockwood for a cure, as I am certain he is the only man in Canada capable of effectually removing it.
Sawak, Oct. 6, 1873. WILLIAM SUTTON.

Toronto, Grey & Bruce RAILWAY.

OPENING TO OWEN SOUND.



On Wednesday, Oct. 8, 1873.

The Main Line will be opened to Owen Sound for General Traffic, and on and after that date Trains will run as follows, until further notice:

TORONTO, Union Station.	Dep. 7 A.M. & 4 P.M.
	Ar. 12:30 P.M. & 10:30 P.M.
OWEN SOUND.	Dep. 5:30 A.M. & 2 P.M.
	Ar. 2:30 P.M. & 11:15 P.M.
MOUNT FOREST.	Dep. 6:30 A.M. & 3:30 P.M.
	Ar. 1:35 P.M. & 10:30 P.M.

FOR TIME AT INTERMEDIATE STATIONS SEE TIME TABLES.

Additional Rolling Stock, with all the latest improvements, has been ordered for the Fall Traffic, and will be put upon the Road as soon as possible. New and improved Passenger Cars, with Miller Platforms are under construction, and arrangements will be made for a first-class Line of steamers next season, between Owen Sound and the Ports of the Upper Lakes, in connection with this Railway. The public may rely upon Low Rates and Quick Despatch by this Route. Ask for Tickets and consign Freight via Toronto, Grey and Bruce Railway.

Tickets from Toronto by this route are only on sale at Union Station.

Take Tickets from Lake Ports to Owen Sound when Through Tickets cannot be obtained. The Through Ticket will be open to Harrison in November of the year, when the Company will have 80 Miles of Railway in full operation.

N. WEATHERSTON, General Superintendent.

TENDERS WANTED.

TENDERS will be received for the erection of a

FRAME SCHOOL HOUSE.

In School Section No. 7, Derby, up to noon

On Saturday, 18th October 1873

The Plans and Specifications may be seen at the

MOVING PICTURES

PROVED IN

The days of the great snow blockade of eleven years ago, when Lucknow was 26 days without a railway train and consequently little or no mail service, were recalled here this week when on Monday night the regular train failed to get through, and until late Wednesday afternoon we were all still impatiently waiting.

The value of moving means of education was weighed here on Monday evening. McNally gave his illustration of public health.

Dr McNally is a good appears thoroughly master of the subject, but we question if we of the moving picture man have drawn half the crowd one quarter of the information.

The trouble Monday night was caused by a derailment of the Kincardine train at some point between Listowel and Wingham. Details are hard to get, as, among G. T. R. servants, mum's the word in case of trouble.

Few would sit and listen to a lecture on public health, or read necessarily still dryer books or papers, but none, we fancy, who would have spent last Monday evening, with the children, at the pictures—of which there were enough as they illustrated the most healthful conditions. The pictures bring the lesson home to the mind.

Under ordinary circumstances this derailment would not have made much trouble, but it so happened that at the same time two or more other trains got off the rails on the main lines, and as the clearing of these lines is of greater importance than the clearing of a branch line a wrecking crew was not sent to relieve the Kincardine train until late on Tuesday.

Dr. McNally's first lesson was the importance of registration etc. The pictures showed a household scene soon after the birth. It showed that his careless neglect of registration, and that this negligence led to his trouble in getting the child into public school. There was no birth record. Later he failed of his position because there was no record where he had come from, however, to have been overruled. His next trouble was in getting a marriage license which was finally refused because he could not produce a birth certificate, and the child was recorded in the birth records. He came to the unfortunate loss of \$50,000, but there was no claim in establishing a claim because there was left to a nephew.

The accidents were due to snow on the tracks and as a heavy storm prevailed until Tuesday afternoon conditions rapidly grew worse. Unfortunately, there was not a snow plow on this end of the line to keep the rails clear. A snow plow which set out from London at 8 a. m. Tuesday morning, with the intention of going through to Kincardine, encountered very heavy snow and late on Tuesday had got no farther than Exeter.

At time of writing, 2 30, Wednesday p. m., there is a report that the Kincardine train may come through this afternoon.

For King and Country

CREDIT VALLEY RAILWAY.

On Saturday, a party of gentlemen, numbering about 250, accepted invitations extended to them by the directors of the Credit Valley, to inspect the work of construction on the Orangeville branch. The train, consisting of four or five cars, gaily decorated with evergreens and bunting, left the Parkdale station shortly before noon on Saturday. At Streetsville the cars were shunted into the Orangeville branch, and a pleasant run was accomplished through the fruitful valley of the Credit. A short halt was made at the stirring little town of Brampton, and a number of its prominent residents were taken on board. Till the Caledon mountains were reached, the scenery was of the usual rural character—fine farms and comfortable farm houses. The road, at this point, is constructed for several miles at the base of the mountainous range, and the scenery to be viewed is without doubt the grandest and most romantic in Canada. Seated in the car the passenger cannot help being filled with admiration as he looks on either side of the road. To his left as far as the eye can see, rise the free stone hills of Caledon; to his right, in the valley below, flows the winding Credit, which acts as a motive power to many mills lining its banks, and passengers who have viewed the celebrated scenery of the Rocky Mountains, say that in many respects the view to be obtained from this section of the Credit Valley, if not equal to, will bear favorable comparison with the former. The valley is bridged near where it forks out into a double stream. The bridge, which is built of wood, with stone abutments, is 1,248 feet long, containing half a million feet of lumber; the cars cross 90 feet above the river bed. A halt was made at this point, and a majority of the passengers made the journey across the bridge on foot. A thorough inspection of the road was made from the bridge to within a short distance of

January 22
1880
Orangeville Star

ORANGEVILLE, ONTARIO, THURSDAY, DECEMBER 18, 1879.

Poetry.

IN A THOUSAND YEARS FROM NOW.

L.L.D.S.
e. Office
p-stairs.
1. 9-5.

D. B.,
skville,
a Store,
Refer-
ick, Dr.
ig, mer-
W. Mc.
9-11.

123.

MAR-
1, West

RIAGE
en, Post
always
-11y.

9.

eer for

We never can contented be
With our own lot in life;
We've always trouble on our mind,
Some new-born care or strife;
Why not travel through the world
With sunshine on your brow?
For you'll never know the difference
In a thousand years from now.

'T won't do to be too proud, these days,
Because you have your wealth—
You may some time the wrong man meet,
And thereby lose your health.
Don't scorn to earn your living
By the hoe, the spade, or plow,
For you'll never know the difference
In a thousand years from now.

Because your parents are well off,
Don't scorn to learn a trade;
Remember, when the sun is warm,
You can't always find the shade;
Don't scorn to do a little work—
'T' though sweat adorn your brow—
For you'll never know the difference
In a thousand years from now.

Hester endowed with life! The mother
herself—as if the red ignominy was so
deeply scorched into her brain that all
her conceptions assumed its form—had
carefully wrought out the significance;
lavishing many hours of morbid, intense
ity, to create an analogy between the ob-
ject of her affections and the emblem of
her guilt and torture. But, in truth,
Pearl was the one, as well as the other;
and only in consequence of that identity
had Hester contrived so perfectly to re-
present the scarlet letter in her appear-
ance.

As the two wayfarers came within the
precincts of the town, the children of
the Puritans looked up from their play,
—or what passed for play with those
sombre little urchins—and spake grave-
ly, one to another:—

"Behold, verily, there is the woman
of the scarlet letter; and, of a truth,
moreover, there is the likeness of the
scarlet letter running along by her side!
(Come, therefore, and let us fling mud at

more powerfully
those embowed
read of in old be
vided with a ke
Here, on the ou
probably of the
other such subst
in our own day
umes on the cel
over by the casu
of the hall cou
chairs, the backs
ly carved with w
and likewise a
the whole being
or perhaps earlie
ferred hither from
home. On the
sentiment of old
not been left behi
tankard, at the b
ter or Pearl peel
have seen the fro
draught of ale,
On the wall hu

The Storm At Alder

CREDIT VALLEY RAILWAY.
 On Saturday, a party of gentlemen, numbering about 250, accepted invitations extended to them by the directors of the Credit Valley, to inspect the work of construction on the Orangeville branch. The train, consisting of four or five cars, gaily decorated with evergreens and bunting, left the Parkdale station shortly before noon on Saturday. At Streetsville the cars were shunted into the Orangeville branch, and a pleasant run was accomplished through the fruitful valley of the Credit. A short halt was made at the stirring little town of Brampton, and a number of its prominent residents were taken on board. Till the Caledon mountains were reached, the scenery was of the usual rural character—fine farms and comfortable farm houses. The road, at this point, is constructed for several miles at the base of the mountainous range, and the scenery to be viewed is without doubt the grandest and most romantic in Canada. Seated in the car the passenger cannot help being filled with admiration as he looks on either side of the road. To his left as far as the eye can see, rise the free stone hills of Caledon; to his right, in the valley below, flows the winding Credit, which acts as a motive power to many mills lining its banks, and passengers who have viewed the celebrated scenery of the Rocky Mountains, say that in many respects the view to be obtained from this section of the Credit Valley, if not equal to, will bear favorable comparison with the former. The valley is bridged near where it forks out into a double stream. The bridge, which is built of wood, with stone abutments, is 1,248 feet long, containing half a million feet of lumber; the cars cross 90 feet above the river bed. A halt was made at this point, and a majority of the passengers made the journey across the bridge on foot. A thorough inspection of the road was made from the bridge to within a short distance of

December 4
 1879
 Orangeville Sun

1 A.V.
p.m.
p.m.
s. So
ap-
sents
per
fac-
t all
ac-
rest
urs,
this
the
not
uld

T. G. & B. RAILWAY.—An informal meeting of some of the largest bondholders in Canada of this Company, representing one third of the total issue of bonds, was held in Toronto this week, when the proposal of the Company for changing the gauge was discussed, and was favorably received. They expressed themselves as prepared to make equal sacrifices with the municipalities in order to make the road one that would be a credit to all interested in it. We learn that in a very short time details of the entire scheme will be ready for submission to the municipalities, as the Company is pushing the matter vigorously.

✓ FIRE.—About ten o'clock on Monday morning flames were seen issuing from the roof of the building occupied by the Orangeville Fire Engine Co. The fire was extinguished by the engine.

Cataract Falls. From that place to Orangeville, a distance of eight miles, the roadbed is partially graded, and will be completed and in running order before the new year. The return trip to Toronto proved a very pleasant one. As on the upward journey, frequent huts were ordered so that a minute inspection of the work could be made. All expressed themselves thoroughly pleased and surprised at the substantial and artistic character of the bridges and the work generally. Parkdale was reached about half-past seven, where the Directors were warmly thanked for their kindness.—*The Mail*.

[From the Galt Reporter.]

Mr. Stewart that By-law No. 146 be read a third time and passed.—Carried. Council adjourned.

General News.

CANADA.

A GRAVEL TRAIN on the Q. M. O. & O. Railway, on Friday last killed four fine horses that had strayed on the track. JOHN COLLINGWOOD, a horse thief, was sentenced to seven years in penitentiary, last week, at Hamilton.

A RAILWAY is proposed to be built from Windsor to Essex Centre to connect

held before us, and find it is any remarks made are merely preliminary.—*Galt Reporter*.

ANDERSON & KELLY pay cash for Potatoes, Hides, Sheepskins and all kinds of farmers produce.

The Dominion and Montreal Telegraph Companies have reduced the rates in the Provinces of Ontario and Quebec, commencing on Monday last. The rate for ten words will be twenty cents. This rate will extend to Ogdensburg and Oswego line, and also to Buffalo and Detroit.

The lawyers of London and the county of Middlesex, met on Saturday after-noon.

October 8 1879 Orangeville Sun

advise all parties to keep their outbuildings locked in future, or they may wake up some night to find themselves surrounded by fire.

THE C. V. R. Company is advertising for tenders for the erection of stations, warehouses, etc., on the Elora branch of this road, work on which is being rapidly pushed forward. Large gangs of men are at work on the road in various places between the Cataract and this town, and to day a number of men arrived here and are working east from the station grounds. The whole road is expected to be in running order before the end of this year.

GEESE STEALING.—Quite a number of geese have mysteriously disappeared of late, and although the most rigorous

October 1879
Orangethorpe Sun

company the order.

NEW ADVERTISEMENTS.

Cautlon.
Additional Train.
Wild Land for Sale.

Church of England—West Mono Mission.

Services (D.V.) on Sunday next, November 28th :

St. George's.....	2:30 P.M.
Herald Angel.....	6:30 P.M.
Camilla.....	10:30 A.M.
St. Matthew's.....	

All are welcome.

G. B. MORLEY, I.R.,
In Charge.

"I was glad when they said unto me, we will go in to the house of the Lord."

"O, come let us worship and fall down and kneel before the Lord our Maker."

The Sun

IT SHINES FOR ALL.

ORANGEVILLE, OCT. 30, 1879.

THE Dufferine election trial will commence at Orangeville on the 9th of December.

✓ **DEER SHOT.**—Mr. Jno. Colebeck of North Luther, shot a very large deer in Proton last Thursday.

THAT HORNED TOAD.—The toad brought from Texas, by Mr. I. Hunter, last Spring, died last week, after living about six months without either water, food or air.

DR. CHAS. SMITH, who has been practicing his profession for some

✓ AN additional train will run between Orangeville and Teeswater every Tuesday, Thursday and Saturday, commencing next Tuesday, 4th of November, leaving here at 5:45 A.M., and arriving at Teeswater at 10:40 P.M. Returning will leave Teeswater the same days at 11:45 A.M., arriving at Orangeville at 4:45 P.M., connecting with the evening trains for Toronto and Owen Sound.

ALEX. DRYSDALE, Esq., of Dunbar, Scotland, formerly of Jessiefield farm, Garafraza, is in Fergus on a visit to his old friends here, accompanied by his eldest son. Passing years appear to rest lightly on Col. Drysdale, who looks very fresh and hearty, and is said by his acquaintances of long syne to be standing the ravages of time exceedingly well. Long may it continue so, for many pleasing memories are still cherished of his former residence in this section.—*Newspaper Record.*

MR. WRAGGE, General Manager of the T. G. & B. Railway has issued the following circular to all the employees on the road.—"At a Board meeting of the Directors in Toronto, Oct. 10th, it was decided to place all wages back again to the amounts from which they were reduced in April last, this alteration to take effect from the 1st of October. The Directors take this opportunity of expressing, through me, their thanks to the employees for having met them in the spirit they did in having borne the reduction then made."

October 30 1879

ON Wednesday Col. Gzowski and Mr. Walter Shanley in company with Mr. Wrugge, Mr. Dickey, and Mr. W. H. Beatty, went over the Toronto, Grey & Bruce Railway for the purpose of inspecting the road, and reporting upon the scheme about to be submitted to the Government and the municipalities for the purpose of widening the gauge and otherwise improving the railway.

HARBAUGH.—This celebrated ventriloquist and prestidigitator, gave an entertainment in the Town Hall on Saturday evening last, which turned out to be a complete failure. Mr. Harbaugh performed some very curious feats, both in ventriloquism and slight of hand, which amused his tiny audience very much. We fear this young man will not visit Orangeville again.

CREDIT VALLEY RAILWAY.—The C. V. R. Co. are pushing work along the Orangeville branch of this road at a rapid rate. The graders are now at work inside the corporation, and will finish their part in two weeks, while the spike driver is busy at work along the Credit River, and will get through in about eight days. The Company deserve credit for the rapidity with which they are pushing the work.

ACCIDENT ON THE CREDIT VALLEY RAILWAY.—S. Ombarg and Carl Kalsom, two Swedish immigrants, about 3 weeks residents of this country, while employed at Marray Falls, on the Credit Valley Railroad, on Tuesday afternoon were sadly injured by a quantity of stone falling on them. Kalsom sustained a compound comminuted fracture of both bones of the right leg, and Ombarg got his left hand badly crushed. The men were brought to the city at an early hour yesterday morning and taken to the General Hospital, where every attention is being given them. It was learned at a late hour last night that Kalsom's leg will have to be amputated, and the operation will likely be performed today. — *Globe, 30th.*

October
1879
Orangeville Sun

The Sun

IT SHINES FOR ALL.

ORANGEVILLE, NOV. 6, 1879.

SEVERAL local items, a communication, and some new advertisements, are left over till next week.

THE weather during the past few days has been very cold with a slight fall of snow, but it is somewhat warmer to-day.

Moving our Finance — This townshin

him a safe journey and plenty to eat when he gets there, as he could not raise enough on 75 clear acres to bread himself.

✓ MR. H. HALEY, of this Town, has received the contract for the erection of the station and freight shed of the C. V. Railway, for the sum of \$2,000. The station house is 21x70, and 16 feet high; freight shed, 26x60, and 20 feet high, and are to be completed by the 1st December. Mr. Haley has a large number of men employed at the buildings and will have them completed in time.

November 6 1879

Orangeville Sun

In Charge.
"I was glad when they sold into me, we will go in-
to the house of the Lord."
"Oh, come let us worship and fall down and kneel
before the Lord our Maker."

The Sun

IT BRINGS YOU AID.

ORANGEVILLE, NOV. 6, 1879.

SEVERAL local items, a communication,
and some new advertisements, are left
over till next week.

The weather during the past few days
has been very cold with a slight fall of
snow, but it is somewhat warmer to-day.

manager of the California, Colorado min-
istered troupe, and is about removing to
the Dominion of Uncle Sam. We wish
him a safe journey and plenty to eat when
he gets there, as he could not raise enough
on 75 clear acres to bread himself.

✓ Mr. H. HALEY, of this Town, has re-
ceived the contract for the erection of the
station and freight shed of the C. V.
Railway, for the sum of \$2,000. The
station house is 21x70, and 16 feet high;
freight shed, 26x60, and 20 feet high, and
are to be completed by the 1st December.
Mr. Haley has a large number of men em-
ployed at the buildings and will have
them completed in time.

2. READING AND WRITING. WRITING AND READING.
minent. Either of those would fill the
positions for which they apply with credit
to themselves, and satisfaction to the peo-
ple. The electors of Dufferin desire no
outsiders and both Grit and Tory will be
rejoiced to hear of the appointment of
those living amongst us.

"THE SCAMLET LETTER."—This is
the title of a new and interesting story,
the commencement of which will appear
in our next issue; it is written by one of
the best authors of the day, and is very
exciting and attractive. Those of our
numerous readers who have heard "The
Shadow of a Sin," "The Mad Marriage,"
and other sensational tales of high life, and

1. JOHN BENTLEY, Col. Gilmore, James
Whistley, J. M. Shaw, John Meyer,
Chas. Clarke and others went to Erin on
an inspection tour over the Credit Val-
ley Railway, and were delighted and sur-
prised at the progress made on the road
and the strength and permanency of the
bridges and other works, particularly at
the forks of the Credit, the road being
completed even to grading to that vil-
lage. The party were in charge of Mr.
Jas. Ross, chief engineer of the road, and
after luncheon together at Erin returned
to Toronto gratified with their day's hol-
iday and inspection, every one present be-
ing most favorably impressed with the
line, and particularly rejoiced at the good
will expressed towards it by the farmers
over the whole route.

November 6 1879
Orangeville Sun

ORANGEVILLE, THURSDAY MORNING, DECEMBER 4, 1879.

OTES.
he noisiest and
of the Rag Ba-

ndidate taken
declared him-

has been cal-
ness on Wed-

et has turned
hats will soon
ance orators.
in your right
or twins." So
lks from ex-

ys this would
en. It would
though, pos-
re peaceable.
ws in Strat-
sphericity of
spector is la-
ville have a
ree." They
3 themselves
at drunk and

should have had no hesitation in pilory-
ing those who were found out last week.
A dishonest person should never be shield-
ed.

Rev. Dr. SUTHERLAND, of Toronto, will
preach next Sabbath, morning and evening,
in the Methodist Church, in this town. Spe-
cial collections will be taken up for the pur-
pose of assisting in meeting the expense of
late improvements.

THE C. V. R. has been completed to
Orangeville. The first engine crossed
Broadway on Monday evening at five
o'clock. The men on the main line had
been hard at work almost day and night
for some time previously. By four
o'clock on Monday evening, the rails were
laid as far as the station, and soon after
the iron horse came steaming along, with
several flat cars, loaded with rails, attach-
ed. Quite a crowd of citizens were pre-
sent on the certainly auspicious occasion.
A temporary platform was erected below
the station, where the hard-worked and
exhausted men were treated to refresh-
ments. The C. V. R. employees' thanks
for the kindly manner in which they were
treated at the conclusion of the road were
due, not we are ashamed to confess, to
Orangeville, but to an individual citizen,
Mr. H. Huley.

THE Independent Order of Foresters
organized the first Court in Manitoba on
Saturday last.

LAND is being sold in Kingston for
back taxes. Some taxes have been ac-
cruing for twenty five years.

A SPECIAL train on the G. W. Railway
ran from Hamilton to Toronto on Wed-
nesday night, in forty minutes, with two
stops, or at the rate of a mile a minute.

Dr. W. H. PIKE, assistant to Prof
Odling of Oxford University, has been
appointed Professor of Chemistry in
University College, Toronto.

VENNOH says we are going to have a
cold winter. February will be one of the
coldest months on record. Spring will be
early, and summer very hot and dry.

THE Customs officer and bookkeeper
of the Toronto Customs Office have been
suspended. They have been using the
funds of the Department to the tune of
\$20,000.

Mr. T. M. CLARKE, of Ottawa, has
received \$60,000, from a Troy Company
for the right to manufacture bricks in the
U. S., on a process which he has invent-
ed.

THERE was a rumor in Ottawa last
week, to the effect that the Imperial

AT
(Tha
were

Min
five, ji
day, j

TH
of He
eat ne
about

A I
Irish i
friend
than \$

Edi
village
light

been r
tions h
to pron

Firs
ton cro
been pi

ton cro
ed as t
district
is left i

GEN.
mission
in a no

December 4 1879
Orangeville
Sun

bec.

TESTING OF THE C. V. R. RAILWAY BRIDGE IN GALT.—This bridge was put to a very severe test on Thursday afternoon, in the presence of Mr. Bailey, Chief Engineer, and a number of directors of the Company. For the purpose of the test, three heavy locomotives had been brought up and coupled together, and were run over the bridge, at first slowly, so as to allow any deflection being carefully noted. The three locomotives rested their weight on each span as they passed over the bridge, and we believe no deflection whatever was noticed. It is impossible to put a heavier testing weight than this on each span, as locomotives combine the greatest weight in the smallest compass. Cars, freight or passengers, would be as nothing compared to this test. The result must be very satisfactory to the Railway and Bridge Companies. This test establishes the connecting link between Toronto and Ingersoll. — *Reporter.*

The kilneys are subject to a variety of painful and dangerous diseases, arising

1881 January

Orangeville Sun

; let
and
their
end:
il to
cure
be:
tion:
the
to
inis:

BROKE A WHEEL. — The passenger train from Owen Sound, due in Orangeville at 5:40 p.m., was delayed all night by the breaking of one of the wheels of the tender, near Crumvie's Crossing, Amaranth. The passengers, of whom there were about 20 on the train, had to remain all night. The train arrived in Orangeville about 4 o'clock on Saturday morning.

February 19 1888 Orangeville Sun

W
L
H

FROM THE MAIL THE TORONTO, GREY & BRUCE THE GOVERNMENT ARKED TO FURTHER ASSIST THE RAILWAY.

ON Tuesday a deputation, consisting of about seventy Reeves and Deputy Reeves of municipalities along the line of the Toronto, Grey and Bruce railway, waited on the Attorney-General at the Parliament buildings, for the purpose of asking that a grant might be given to assist the Toronto, Grey and Bruce Railway Company, to change the gauge of the line, and to free it from existing financial embarrassments. The deputation was introduced by the following members of the Legislature:—Messrs. Gibson, Launder, Morris, Bell, Jelly, Creighton, McKim, Robinson, Lyon, and Hunter. The first speaker was Mr. Bolton, of Bolton Village, who laid the position of the road clearly before the Government. Dr. Sproule, M. P., who was then asked to speak, pointed out the great importance of the railway to the country it served, and drew a comparison between the amount of aid the Government had given to this and other roads. The Toronto, Grey and Bruce railway received from the municipalities \$988,000, and only \$375,000 from the Government, while the Hamilton and North-Western received \$719,000 from the municipalities and \$406,000 from the Government, and the Credit Valley \$825,000 from the municipalities and \$456,000 from the Government. These figures showed that the two last mentioned lines received from the Government, in proportion to the amount given by the municipalities, twice or three times as much as the Toronto, Grey and Bruce. Then, reckoning the extent of country the three

sort. Though we have a considerable surplus, we could not go on spending the money we have spent without making our means, and every appropriation that has been made renders it necessary for us to be more anxious before we make the next. All these things we have considered and are considering in reference to the question in which you are all interested. I have only to say that, pursuing the desire to this road maintained, recognizing the importance of the road to the country and more particularly to the section of country through which it passes, I hope we will come to a correct conclusion with regard to what may be done. I am not able to say anything further as to the matter at present, except that the difficulties in the way of granting additional aid may not be insurmountable, and that we will do our best not to attach more importance to those objections than they really deserve.

The hon. gentleman then left the room. Subsequently a vote of thanks was given by the directors of the railway, on motion of Mr. Nathaniel Dickie, to the deputation for its strength and for the able manner in which the views of the people living along the line of the road had been played before the Government.

A MEAN THIEF.—On the 22nd of January last Mr. John Pinkney, of Caladon, inserted an advertisement in THE SUN respecting a horse and cutter found on the highway near his premises on that day, and from the *Free Press* of last week we clip the following particulars respecting the same:—"On Wednesday evening, 21st ult., Mr. William Twinn, blacksmith, Alton, came over with his horse and cutter to the store of Mr. R. Cambell at Edmonton, where he fell in

An advertisement has been formed between the Dundalk Union and Protest Agricultural Societies.

The steamer *Prince Alfred* arrived at Owen Sound on Thursday from Warton with a good load of freight and twenty passengers. She has been constantly making trips all the winter, though a little irregularly.

On Saturday, 7th inst., while the local train was standing at Tillbury Station, one of the passengers, Mr. James Bonoum, walked out on the platform, and when the cars came together to couple, he fell threw him forward between the baggage car and passenger coach. The baggage car passed over him, crushing in his ribs and breaking his backbone, one arm and one leg. He died instantly. An inquest was held by Connor Murphy, of Chatham, and a verdict of accidental death returned. The jury exonerated the Canada Southern railway from all blame. The deceased was returning from the district meeting of the local preachers of Chatham district of the M. E. Church. He was an old and respected settler in Merse, and was well known through the western section of Ontario. There is a family of thirteen children left to mourn his untimely end.

OUR S Felt Hat Can't be Beat
at SKELTON BROS.

UNITED STATES.

While a concert and ball was in progress in the Opera House at Central City, Dakota, on Monday evening, a heavy wind carried the entire front of the building into the street. A scene of the wildest confusion ensued, but no lives were lost.

A RANCO was created at Bradford, Pa.

February 12 1880
Cranville SAN

ORANGEVILLE, MARCH 25, 1880.

TO OUR PATRONS.—We are sending those indebted to THE SUN for subscriptions and job printing their accounts, and as their prompt collection is a peremptory necessity with us, we trust to receive a ready response. Separately the accounts are small, but in the aggregate amount to a sum, whose collection is to us a matter of great importance.

THE Oxford and Cambridge Boat Race came off on Monday last. The Oxford crew won by four boat lengths, in 21 min. 23½ sec.

THE Journal de Quebec denies that the local Government has any thought of a dissolution or is likely to be at all embarrassed in any of its measures by the numerical strength of its opponents.

A son of Mr. R. Beatty, of this town, swallowed a pin some time ago, which Dr. Henry subsequently extracted. The little fellow's throat became swollen, and though every thing was done to relieve his suffering he gradually sank and died on Tuesday morning. Mr. Beatty has the sympathy of the entire community in his bereavement.

THE other day, a boy, the son of Mr. Smith, barber, of this town, stabbed a little boy, son of Mr. W. Sutton, in the knee. The limb has since swelled, and despite the efforts of all the medical men in town, it is feared that amputation may yet be necessary. The affray between the youngsters occurred in one of the churches.

FIRE IN SHELburne.—A fire broke out in a bakery occupied by Mr. W. Polhard, on Main street Shelburne, about two o'clock last Monday morning. The building was owned by Mr. J. Jelly. Loss about \$250, fully covered by insurance. The *Free Press* office, adjoining the bakery was slightly damaged. Origin of the fire unknown.

INTERMEDIATE EXAMINATIONS.—The Minister of Education has revised the regulations affecting intermediate examinations. If a candidate in future obtains only 30 per cent. of the marks on each subject, and 40 per cent. of the group, he or she will be entitled to a non-professional third-class teacher's certificate; if 50 per cent. of the whole number be obtained a second class B will be granted; while 40 per cent. on each subject, 40 per cent. on each group and 60 per cent. of the whole will entitle the

to the cases referred to by Dr. Washington, and know that no such cases of puerperal fever, erysipelas, or scarlet fever existed in Dr. Henry's practice. If Dr. Washington desires to practice in this town he must learn a lesson that he badly needs, not by maligning older and other members of his own profession.

TORONTO, GREY AND BRUCE RAILWAY.

LARGE MEETING AT ORANGEVILLE.

LAST Friday was a very lively day in Orangeville. The arrival of the noon trains brought a host of railway men and others from Toronto, and representative men along the T. G. & B. Railway line to Orangeville. The object of the gathering was explained by the Company in a circular issued about two weeks ago. The Company wanted an expression of opinion from the several municipalities as to the feasibility of the scheme proposed when the little Christian Premier announced that no further aid would be given to railroads by Ontario. The bondholders had assented to the new scheme, and it was expected that the meeting on Friday would show the course the interested municipalities would pursue. The speeches of representative men were, on the whole, not very encouraging.

After the arrival of all the trains the party assembled at the hall where dinner was furnished by the Company. About 250 persons were present. "Mine host" of the Gordon House deserves great credit for the very excellent repast prepared by him for the occasion. Among those present were:—Mr. Edmund Wragge, Manager of the road; Wm. Ramsay, Vice President; W. Sutherland Taylor, Secretary-Treasurer; W. R. Beatty, Solicitor; N. Dickey, L. R. Bolton, A. Nairn, W. B. Hamilton, P. Ryan, J. J. Middleton, and R. Notter, Directors; Hon. Alex. McKenzie, M.P., Robert Bell, M.P.P., Wm. Jelly, M.P.P., T. Gibson, M.P.P., (Huron), D. Creighton, M.P.P., and the following representatives of municipalities:—Vaughan, J. L. Caird, Isaac Natrass; Woodbridge, E. Allen, W. T. Brownridge; Bolton, F. Guardhouse, R. Jaffray, J. Steele; Albion, A. McCardle; Mono Road, T. Bowles; Charleston, W. Stubbs; Orangeville, D. L. Scott, Mayor, F. C. Stewart, Reeve, J. Pattullo, Dr. Henry; Amaranth, J. Gillespie, Reeve, T. Banks, H. Lipsett; Shelburne, J. McBeth, F. G. Dunbar, F. A. Campbell, E. Berwick, R. T. Jeffrey; Melancthon, W. August, Deputy-Reeve, R. McGhee, ex Reeve, W. Bayley, J. Hawkins; Dundalk, W. Nelson, J. Graham, J. McCardle, D. McMullen; Proton, S. Fleming, Deputy Reeve; Artemesia, T. Kells; Markdale, G. Blythe, A. McIntyre; Holland, J. Hoey, Reeve; Chatsworth, C. Good, A. Campbell; Owen Sound, J. Harrison, G. Price, J. Chisholm; Garafrava, W.

March 25
1880
Orangeville Sun

Among them was one from Col. Gzowski in which that gentleman took occasion to make up for his absence by putting in a strong plea in favor of the T. G. & B.

After dinner the meeting was called to order by D. L. Scott, Mayor of Orangeville. Mr. F. G. Dunbar, of Shelburne, acted as Secretary. Mr. Scott said that much credit was due the Company for the trouble and expense they had gone to in calling such a large meeting for the purpose of obtaining the opinion of the municipalities on the scheme recently prepared by the managers, (hear, hear). He did not propose to go into the merits of this scheme as there were men present for that purpose. He would call upon Mr. Beatty, the solicitor of the Company, who would be able to go fully into the matter. (Applause.)

Mr. W. H. BEATTY, who was received with applause, said that he regretted the absence of Mr. Gordon, the President of the road, who through failing health was compelled to leave the country to spend the winter in a milder climate. For a couple of years past the President and directors of the road had felt that some change would have to be made in the railway to enable it to serve the country as it ought to do, and to do justice to those people who had unfortunately put their money into it. The enterprise had been an unfortunate one, not only for the municipalities, but also for the bondholders, and the great change required to put the road in working order was a change of gauge. Early last fall it was felt that a change in the *personnel* of the Board would be of advantage. That was effected, and immediately after the alteration of that Board they decided to judge for themselves as to the position in which the country and the road were and then to try and devise a scheme which they hoped would resuscitate the road. They then made an extended trip over the road to ascertain its condition, and immediately after they set themselves to work to accomplish the end in view. They thought the best thing to do was to try to unite the three parties interested in the road—the Government, the bondholders, and the municipalities. These really were the parties interested, because so far as the shareholders were concerned they were entirely wiped out. The scheme as then proposed would cost \$800,000, and that would put the road in thorough repair and make it equal to any road in the Province. To raise this sum it became necessary to divide it among the three parties interested. The Government was asked for \$200,000 aid, and the reasons for asking that sum were that from Weston to Orangeville, a distance of some 42 miles, they had never received any sub-

March 25
1886
Orangeville
Sun

the coun-
tion to ag-
was a sci-
h scientific
ould engage
agricultural
hey had to
ts whether
highways
eland, and
ests of the
present to
is railway
at, having
roads gone
tim for ad-
very great
now gauge
He had no
an present
he subject,
the state:
licitor and
ld still fur-
conclusion
own inter-
the road.
ada which
this one,
that they
mpany to
iles of the
e depreci-
ourse were
was sure
ith regret
ures which
the road
ers would
the stock:
could not
that they,
a the road
o interest-
an and a
ous of the

ington, delivered the most sensible speech
of the day. He pictured the condition
of the country, before the construction of
the railway, and showed how much farm-
ers had been benefitted by the line. We
regret being unable to find space for Mr.
McKim's speech, which was a very prac-
ticable one, and was well received by the
meeting. He was in favor of granting
further aid, but did not advocate this
very strongly.

Mr. N. DICKAY, Toronto, referred to
the opinion prevailing in some parts of the
country to the effect that there had been
gross mismanagement on the part of the
directorate. In order to give the public
every opportunity to get the fullest infor-
mation, the Board had invited the mun-
icipalities to send representatives, and the
result was that out of the nine directors
there were three who were chosen by the
people along the line. They had not
come to argue the subject with the peo-
ple, but simply to ask them if they would
approve of the Board handing the road
over to the bondholders, who had solemn-
ly declared that their first act would be
to close the road, or would they say that
the Board should go on and endeavor to
make a bargain with the municipalities
for the purpose of keeping it alive. A
good deal of the present difficulty arose
from the honorable way in which the Com-
pany had carried out its engagements, and
that without the necessary means to do
it. In reference to the question of "re-
sponsibility," of which some of the reeves
had spoken, he would ask if there was not
some responsibility resting upon the man
who at a meeting of this kind practically
said to the directors, "Do as you please
with the road, we will not help you any
further." He believed that many of the
speakers were deterred from speaking
their honest convictions on the subject
from fear of the adverse influence it might
have on their future election, and he hop-
ed that an appeal to the people would
show that they were in sympathy with his
scheme.

of Mark:
esolution:
heard the
behalf of
Railway
tion, and
gauge of
the Com:
th to lay
ality, and
e scheme

Mr. R. GORDON, Reeve of Arthur,
spoke very strongly in favor of the scheme.

Mr. T. SWAN, Mayor of Mount Forest,
said he came authorized by the Town
Council to guarantee their support.

The Chairman then submitted the re-
solution and after a show of hands declar-
ed it carried.

The meeting closed by a vote of thanks
to the Chairman, who had discharged his
duties with tact and ability.

March 25
1880
Orangeville Sun

ORANGEVILLE, APRIL 1, 1880.

TO OUR PATRONS — We are sending those indebted to THE SUN for subscriptions and job printing their accounts, and as their prompt collection is a peremptory necessity with us, we trust to receive a ready response. Separately the accounts are small, but in the aggregate amount to a sum, whose collection is to us a matter of great importance.

MR. JOSEPH FOSTER, of this Town, has been awarded the contract for the erection of the Presbyterian Church at Camilla.

THE Blue Ribbon Entertainment held in the Town Hall on Tuesday last, was one of the best yet given by the Association, and was well attended.

EVERY FARMER who wishes to prosper, should take the CANADIAN FARMER. The only weekly Agricultural Paper published in the Dominion. The crop reports, collected from various sources, are alone worth the money over and over again. See advertisement in another column.

A SPECIAL meeting of the Town Council was held in the Council Chamber on Monday evening last. A deputation, from the T. G. & B. R. Co., waited upon the Council, and explained the scheme for the widening of the gauge, and the general improvement of the road. The Council adjourned without taking any definite action in the matter.

REMOVAL.—Mr. John Shaw, watchmaker and jeweller, has removed from his old stand to the premises lately occupied by Mr. John Ryan, opposite Mr. Longeway's store. All who need anything in the way of watches, clocks, jewelry, sewing machines, etc., will find it to their advantage to give him a call before going elsewhere.

THE C. V. R. Co. have placed on their line magnificent coaches and some very fine freight cars. Though not long opened, the C. V. R. is doing a large and profitable business, notwithstanding that through the opposition of the Northern and Grand Trunk railways, the road has been stopped at the limits of the City of Toronto. This obstacle, however, must, and shall, soon be removed.

Orangeville Sun

*April 1
1880*

LOCAL NEWS.—We shall be glad at all times, to receive items of local news, accidents, or any incident which may be interesting, either in the locality in which it occurs, or in the country generally. Matter of this kind may be sent as "Printer's Copy," at the rate of one cent per oz., if so marked, and not sealed; but to insure its appearance, would require to be received by Tuesday evening before publication, at the latest.

NEW ADVERTISEMENTS.

To Business Men—F. Irwin.
Bull for service—J. M. Smith.
Change of Time—C. V. Railway.
House and Lot for Sale—T. Babe.
New Hardware Store—E. Sawtell.

The Sun.
IT SHINES FOR ALL.

ORANGEVILLE, MAY 13, 1880.

OUR NEW STORY!

"ONE NIGHT'S MYSTERY."

EVERY ONE SHOULD READ IT!

A STORY of thrilling and all absorbing interest will be commenced in THE SUN of the 27th of May, and continued weekly thereafter till concluded. It is an extraordinary tale, engrossing the readers attention from the opening to the closing chapter. It is full of surprising incidents and happy surprises, and will bear re-reading many times, giving out new beauties at each perusal. Those who wish to read this charming story should

THE Credit Valley Railway has, notwithstanding the opposition of the Northern and Grand Trunk Railways, forced its way into the heart of the city. Trains which, formerly, could go no further than Parkdale, now arrive at and depart from the Union Station. It is a feather in Sir Jno. A. MacDonald's cap to grant by legislation, what neither the Northern nor Grand Trunk would give under any circumstances whatever. The usefulness of a railway extending over so large and populous a country as the Credit Valley does would be greatly impaired if compelled to stop outside the city limits.

A DEPUTATION of the Board of the Toronto, Grey & Bruce Railway, consisting of Messrs. W. B. Hamilton, and Nairn and Dickey, Directors; W. H. Beatty, Solicitor; and Mr. E. Wragge, the General Manager, met the Township Council of Artemesia, at Flesherton, on Tuesday, when a by-law for \$20,000 in aid of the change of gauge of the railway was passed through the preliminary stages, and will be voted upon by the ratepayers of the township on the 12th of June.

A MUDDY, MIREY LANE.—If a stranger should happen to arrive in Town and endeavor to make his way from the Market Square by Lane No. 1, North of Broadway, what an idea would he form of the cleanliness of the Town, its sanitary condition, and the fever feeding cess-pools through which he would be compelled to wade? Starting from 2nd East Street until he reached half the distance

MAY 13 1880

Orangeville Sun

icals, Tea Meetings and Religious Services appearing in *The Sun* will be charged 50 cent each. Special business notices, 10 cents per line. The cash in every instance should accompany the order.

LOCAL NEWS.—we shall be glad at all times, to receive items of local news, accidents, or any incident which may be interesting, either in the locality in which it occurs, or in the country generally. Matter of this kind may be sent as "Printer's Copy," at the rate of one cent per oz., if so marked, and not sealed; but to insure its appearance, would require to be received by Tuesday evening before publication, at the latest.

TORONTO, GREY & BRUCE RAILWAY.

ORANGEVILLE Dep. 7:15 a.m. 11:35 a.m. 5:40 p.m.
 South Arr. 11:10 a.m. 4:25 p.m. 8:20 p.m.
 ? Dep. 11:30 a.m. 4:45 p.m.
 North Arr. 11:15 a.m. 5:20 p.m.
 West Dep. 11:45 a.m. Arr. 11:00 a.m.

NEW ADVERTISEMENTS.

To Contractors.
 Grenville Canal.
 Notice—P. M. Barker.
 The Puzzle Solved—Ryan Bros.
 Land Surveying—J. A. Carbert.
 Woollen Mills Store—Brown Bros.
 Court of Revision—John McLaine.
 Entrance Examination—Jos. Carbert.
 Implement Ware House—W. Cruikshank.

The Sun.

IT SHINES FOR ALL.

ORANGEVILLE, MAY 20, 1880.

OUR NEW STORY!

"ONE NIGHT'S MYSTERY."

EVERY ONE SHOULD READ IT!

A STORY of thrilling and all absorbing interest will be commenced in *THE SUN* of the 27th of May, and continued week after week thereafter till concluded. It is an extraordinary tale, engrossing the readers attention from the opening to the closing chapter. It is full of surprising incidents and happy surprises, and will bear reading many times, giving out new auties at each perusal. Those who sh to read this charming story should bscribe for *THE SUN* at once. To such a paper will be sent till 1st of January, \$1 for 50 cents. The story will close at the end of the year.

TORONTO, GREY, AND BRUCE RAILWAY.

ALTHOUGH a feeling exists among the municipalities served by the Toronto Grey and Bruce Railway that it should receive no further aid for the improvement of the road and the widening of the gage, yet the thinking and influential portion of the community, considering the great advantages which the road, in its imperfect condition and with its poor equipment, has conferred on the country traversed by it, induces them now to come to the assistance of the undertaking. Petitions are being signed in the different municipalities requesting the Councils to submit by-laws to a vote of the ratepayers granting further aid to the road.

Though this Town has contributed quite as much as it can well afford toward the construction of railroads, it would be both ungraceful and ungrateful to refuse the appeal of the Company for aid, in this, the hour of its need, and in ours, the time of its necessity.

When the by-law is submitted we have little doubt but that it will be carried by a fair majority.

An idea has got abroad, that, in the event of the closing of the road, either the Grand Trunk or some other Company would purchase and run it, but what assurance have we that such would be the case? The present Company, fathers of the enterprise, and large shareholders in it, ought, certainly, to endeavor to make it a greater commercial success than any other Company that may obtain control of it; but the fact is, that nobody desires the road in its present condition, hence the delusion of those who imagine that by withholding aid from it now, they would secure a first-class road at no expense to themselves.

During the past six years, what great changes have taken place in the country traversed by, and tributary to, the Toronto, Grey and Bruce Railway? Along the main line and its branches commercial stations, villages and towns have sprung up as if by the call of a wizard's magic rod, and land within any reasonable distance of the railway has been increased more than three times its former value. What the Company now asks of the municipalities, for which it has accomplished so much, is merely a tithe of the benefits which it has conferred upon them, and the duty of the hour is to grant the aid required with a liberal, unshrinking hand.

May 20
 1880
 Orangeville
 Sup

NEW PUBLICATIONS

FIRST CANADIAN RAILWAY.

A BOOK, entitled "The Railway in Canada," recently issued at Toronto, contains the following sketch of the first attempt at railway working in Canada:

"In 1836 the first attempt at working a railway was made. The St. Lawrence and Champlain, (now the Montreal and Champlain,) was opened in that year; rails were of wood with flat bars of iron spiked on them, and from the tendency of this class to curl or bend upwards as the wheels passed over it, it became known as the "snake rail." From this awkward peculiarity it often happened that the rails came into contact with the body of the cars or other rolling stock, in which case both fared badly. The first locomotive used on the line was sent from Europe, accompanied by an engineer, who for some unexplained reason - had it caged up and secreted from public view. The trial trip was made by moonlight in the presence of a few interested parties, and it is not described as a success—Several attempts were made to get the "Kitten"—for that was the nickname applied to this pioneer locomotive—to run to St. Johns, but in vain; the engine

May
1836

Orangeville
Sun

October 26
1871

OCTOBER 26, 1871.

NO. 43.

sing at a great rate now. world could have been

that sort of feeling will

I experienced it at

wear off in the least."

her, and higher they

eale, who had been de-

twiches, and disposing of

d out, "Look over the
a great effort of will,
f with his feet. and deep-

new boss, yet, and he mightn't like my going for the ax just now."

About the beginning of winter as I was returning from the mines I overtook

a little party going east, and fell into conversation with 'em, and one woman said

to me as we were parting:—"Say, stranger,

er, when you go back to the mines next time will you just stop at Long George's

—I forgot to tell him as the ax my last old man left him is lying at old Jim

Brown's store." So the next time I

passed I told the old crittur. He said he'd go and fetch it in a day or two, but bless you, when I passed again there he was on

proved refractory, and horses were subsituted for it. It is related, however,

that a practical engineer being called in from the United States, the engine, which

was thought to be hopelessly unmanageable, was pronounced in good order, requiring only 'plenty of wood and water.'

This opinion proved correct, for after a little practice the 'extraordinary' rate of

speed of twenty miles an hour was attained. Other difficulties were soon over-

come, and the first Canadian railway became an accomplished fact.

October 26 1871

ACHILAN already attending it must have effectually dissipated them, and shown to the country what a great work can be performed by a few able, honest and persevering men.

(REPORTED FOR THE SUN.)

TORONTO, GREY & BRUCE RAILWAY.

FORMAL OPENING CELEBRATION

SPEECHES BY MESSRS. MACDONALD, BLAKE, CAMERON, AND OTHERS.

THE formal opening of the Toronto, Grey and Bruce Railway took place at Orangeville on Friday, and was in every respect a grand success. The town was gaily decorated with triumphal arches and streamers bearing various appropriate mottoes, among which were, "Good-by, old stage coach, good-by," "Look out for the train," "Welcome the iron steed," &c., and the Town Hall was beautifully adorned with evergreens, flags, and drape, and the walls studded with mottoes, and the names of the chief promoters of the railway.

About noon special trains arrived at the station from Toronto and Arthur, and the invited guests, who numbered about 600, disembarked amid the cheers and congratulations of the large assemblage met to receive them. The company, headed by the band of the Queen's Own, then proceeded to the Town Hall, where an excellent collation had been prepared for them. Four tables had been placed lengthwise in the Hall, and one across, and in an addition which had been created for the occasion, were five more tables. The repast was got up by Mr. Webb, of Toronto, and was really creditable to him.

Mr. J. Gordon, President of the Railway Company, occupied the chair.

November 9 1871

as much as cities, villages and townships had consented to produce the grand result they were collected to-day to celebrate. He would not refer to politics to-day, but would conclude by expressing his satisfaction at the accomplishment of the enterprise which they had assembled to celebrate. The speaker resumed his seat amid great applause.

Mr. E. BLAKE, on rising to respond to the toast, was received with rounds of applause. He was glad to notice the cordial manner in which the toast had been received; as it would be an evil day for a self-governed people, when the toast of its Legislature was received otherwise than with hearty applause. As he represented a county toward which the railway, whose opening they were met to celebrate, was stretching out its arms, it afforded him peculiar pleasure to respond to the toast. His county was being wooed by more than one railway as a suitor, but it had not yet been favored by an engagement with any. He was anxious to see railway enterprises prospering throughout the land, for upon their success in a great measure depended the social and material prosperity of the country. Such undertakings always encountered great opposition; even in the first Legislature of Ontario, Narrow Gauge Railways were called a delusion, and those interested in other projects endeavored to show that the country would suffer if capitalists were permitted to build roads three feet six inches wide instead of five feet six inches. Personally he had no great faith in narrow gauge roads, but what faith he had in it was not diminished, when he observed that all the objections to them were raised by parties interested in rival enterprises. (Cheers.) It was a close struggle between the friends and opponents of the narrow gauge; but he supported the former, and he was glad they were successful. The promoters of the undertaking had great difficulties to surmount,

ted a by-law for \$15,000, the magnificent township of Oulross had contributed \$35,000, although it had pledged its credit to the rival scheme, and others had come forward in the same handsome manner. Until the line is completed to Owen Sound, therefore, I shall not consider my task has been performed. I think I see my way clear to do it, as we have heard from the head of the Government that we may rely on them. As I may not for some time have the opportunity of addressing so large an audience, I think it would be well for me to say a word to this magnificent meeting with reference to the financial prospects of our line. The whole of the bonded debt will not be more than \$7,000 a mile, and I mention this that capitalists and farmers, and those who have money to invest, may know that they cannot have a better investment. Reference has been made to disposing of these bonds in London, England, and I feel proud to say that they were the very first bonds of this description sold in the London market without any special agency there whatever. You can figure for yourselves and judge whether or not this is not a cheap road. I may be considered tedious, but I thought it my duty at this meeting just to touch on these subjects, as the whole enterprise has been upon and above board from the beginning. (Cheers.) I may say without fear of contradiction, that I do not consider there is a better security than the bonds of this road. I am sure you will join with me in regretting very much, that one gentleman, who has taken such active interest in the Narrow Gauge system, could not be with us to-day, I mean Geo. Laidlaw, Esq., (great cheering,) for to him must be given the credit of all that had been done, even before I had any active connection with the line. He has sent me a telegram that he is engaged in the County of Haldimand, and it is impossible for him to be with us. The purchase

A No perance time that Treasurer vote it in that one doll the other CHURCH, Church, was open last. I mons we Browns, Brampton Collective up during a ve held in t

Mr. / Parlor it Paisley nished it Played adopted liards in it affords mental who eng will beco elsewhere THE Novemb able issu its varie

and complete investigation of the accounts having proved beyond all cavil that the city has been swindled by its rulers out of \$20,748,664.25! After this damaging disclosure it would be supposed that Hall, Tweed, Conolly, and Sweeny would resign; but all with the exception of Conolly, cling to office, and seem determined to defy public sentiment. Such scoundrelism and effrontery have no parallel in municipal government, and it will be some time before New York can rid itself of the odium attached to it in consequence. The citizens have caused proceedings to be instituted against them, and Tweed has already been arrested, but released on bail to appear when wanted, and steps have been taken to have his partners in guilt also arrested.

TORONTO, GREY & BRUCE RAILWAY.

THE CELEBRATION of the formal opening of the Toronto, Grey & Bruce Railway, which took place on Friday last, marks an epoch in the history of Orangeville. The days of muddy roads and inconvenient staging over the bleak mountains of Caledon receded into the irrevocable past, and a means of locomotion, in accordance with the progress of the age and the rapidly increasing requirements of this country, was introduced among us. Whatever may be the merits of the Narrow Gauge principle, about which engineers have so obstinately contended, none can deny to its promoters the praise justly due to splendid abilities and indomitable perseverance. The men who have, in the short space of two years, opened up for traffic more than seventy miles of railroad through a country beset with engineering difficulties, are deserving of more than a passing amount of praise. The promoter of the enterprise, Mr. Laidlaw, the President, Mr. Gordon, and the able staff of Directors associated with them, have success-

Toronto, and was really creditable to him.

MR. J. GORDON, President of the Railway Company, occupied the chair, being supported on the right by Hon. J. S. Macdonald, and Judges Galt and Duggan; and on the left by Mr. E. Blake, M.P., Hon. J. H. Cameron, and Hon. J. Carling. The vice chairs were occupied by the Hon. J. McMurich, Capt. W. F. McMaster, Mr. W. Ramsey, Mr. J. Morrison, Ald. Dickey, and Ald. Medcalf.

Among the guests assembled we noticed the following gentlemen:—A. Crooks, M.P.P.; A. W. Lauder, M.P.P.; G. McManus, M.P.P.; T. Patton, M.P.P.; G. Perry, M.P.P.; C. Clarke, M.P.P.; and Messrs. A. R. McMaster, J. E. Smith, W. H. Howland, K. Chisholm, J. G. Woriz, J. A. Donaldson, F. C. Capreol, W. Barber, Georgetown; J. Laidlaw, J. Anderson, E. Wragge, Manager T. G. & B. Railway; W. S. Taylor, Secretary T. G. & B. Railway; C. Spratt, Assistant Chief Engineer T. G. & B. Railway; W. H. Beatty, Solicitor T. G. & B. Railway; C. Moberly, N. Railway; P. S. Stephenson, G. T. Railway; Major Fulvove, Deputy Minister of Militia; Lieut.-Col. Gillmore, I. Harris, Reeve of Caledon, D. Saunders, Reeve of Luther; C. Gillespie, Reeve of Amaranth; C. Graham, Reeve of Mulmur, and the leading men of the Municipality on the line of the railway. The Press was represented by reporters from the *Globe*, *Leader*, *Telegraph*, *Express*, *Mercury*, *News-Record*, *Standard*, *Sun*, and *Advertiser*.

After full justice had been done to the substantial, the President called the attention to order, and in a few appropriate remarks gave the usual loyal and patriotic toasts, all of which were duly honored.

The toast of "The Parliament of the Dominion and the Legislature of On-

tween the friends and opponents of the narrow-gauge; but he supported the former, and he was glad they were successful. The promoters of the undertaking had great difficulties to surmount, and he rejoiced that he could now congratulate them on the triumphant result of their unvaried exertions. He hoped they would find the same spirit of enterprise—not rash enterprise—but enterprise accompanied with caution and forethought—exhibited throughout the whole of this wide Dominion. He trusted that future undertakings would be conducted with equally careful and vigilant inspection, no attempt at speculation, at dishonesty or impropriety of conduct on the part of those who held the purse strings, having ever been charged against them. (Cheers.) The Attorney-General referred to conditions in politics, but he would defer discussion on that point for the present; but at the proper time, he would fight the question with his friend as he had fought it before, and he believed he should do so with a little better luck this time. Mr. Blake resumed his seat amid loud cheers.

CAPT. McMASTER then proposed "The Bench and Bar."

JUDGE GALT AND MR. ADAM CROOKS responded.

MR. J. G. WORTS gave "The Railway Interests of Canada," and in doing so he related his experience of a journey from Montreal to Toronto about forty years ago.

MESSRS. F. C. CAPREOL AND P. S. STEVENSON responded.

HON. JOHN CARLING thought the toast so important a one that he could not allow it to pass without saying a few words. He knew of no country in the world that was prospering at a greater rate than the Dominion of Canada. The opening up of Canada's different channels of commerce was a thing we as a people should be proud of.

tive connection with the line. He has sent me a telegram that he is engaged in the County of Halton, and it is impossible for him to be with us. The purport of the message is to wish us a happy meeting. After all that we may say about the bonuses, I doubt very much whether, except for a man like George Laidlaw we should have been here to-day. After a few more remarks, Mr. Gordon sat down amid hearty cheering.

The band of the "Queen's Own" then played the National Anthem, and the proceedings terminated; the visitors from Toronto, Arthur, and Mount Forest, who did not wish to remain for the ball, returned to the station, where special trains were waiting to convey them to their homes.

A Grand Ball was given in the Town Hall in the evening by the inhabitants of Orangeville, in honor of their guests. It was a very brilliant affair, and was attended by a highly fashionable and elegantly dressed assemblage of about 300 persons. Dancing, which commenced at 10 o'clock to the music of the full band of the "Queen's Own," was kept up till 4 o'clock in the morning, when the company separated.

The proceedings throughout were of the most agreeable character, and the celebration will long be remembered with pleasure and satisfaction by all who attended it.

Orangeville and Vicinity

THE ANNIVERSARY in connection with the Canada Presbyterian Sabbath School will be held on Christmas, the 25th of December.

THE SALE of building lots in Ketchum's Addition on Saturday, realized \$3,500. Forty-four lots were sold, averaging in price from \$155 to \$70 per

November 9 1871

coming the many difficulties and obstacles which stood in their way, must acknowledge that the victory, as in great part realized by the celebration of to-day, was worthy of all praise, inasmuch as the difficulties overcome were of no ordinary magnitude. The Toronto, Grey and Bruce passed through a country of great richness, and if managed in the future with the same prudence as in the past, could not fail to be a most successful railway. During his long political career nothing had given him so much pleasure as his trip over the road and this social gathering; and whatever faults might be laid to the charge of the Government of which he had the honor to be a member, and those gentlemen who supported them, he could confidently assert that the crime of opposing these narrow gauge enterprises could not be numbered amongst them. (Cheers.) He called to memory not more than thirty years ago, when a journey through Garafraxa and Caledon from Toronto was thought more of than a journey of the present day through to San Francisco. The credit of the Province had been made by such enterprises as this one. He remembered the time when Mr. John M. Dunn, the then Receiver-General, went to England, to obtain money on the credit of Upper Canada, and returned unable to receive a single dollar, but only recently Mr. Gordon had visited the same place with the credit of the Toronto, Grey & Bruce at his back, and money had flowed into his coffers in abundance. He was glad to say that the country was prosperous, that its credit was good. So far from being now in debt, Ontario had really a large surplus, so that the Government had now more trouble in expending than borrowing money. He thought that perhaps this might be called a coalition gathering, in-

ing Fund will be given on Friday evening by Mrs. T. Jackson, in the New Hall, Jackson's Block, corner of Mill Street and Broadway. Refreshments will be served at 7 o'clock. All are cordially invited to attend.

AN ILLICIT DISTILLERY was seized by Mr. Romain, Inland Revenue Inspector, in a swamp on the farm of Mr. C. Green, in the Township of Arthur, on Thursday. The proprietors of the establishment are not all known, but the names of the principal owners are Fraser and Phillips.

A proposition to extend a branch of the Credit Valley Railway through the township of Erin to the village of Fergus, is receiving the approval of the "Municipalities interested." Erin and Fergus are seriously considering the propriety of granting bonuses to the undertaking.

Mr. T. C. McMURRAY has just received a large stock of watches, clocks, jewelry, &c., at his shop, on Broadway, to which we would invite attention.—Mr. McMurray's reputation renders it unnecessary for us to say more in praise of himself or the goods.

By an advertisement in this number of *The Sun*, it will be seen that Messrs. Eastman & Keatus have commenced business as general merchants, with a large and varied stock of dry goods, ready-made clothing, groceries, boots and shoes, &c., in the Jackson Block, corner of Mill St. and Broadway. Those who want first-class goods at low prices, should give this firm a call.

November 9 1871

OCTOBER 9, 1873.

A.

TES.

Is Capital Quar-

7.—The returns
al question from
its show a major-
the sole capital,

mos Union.

ngates from dis-
vs arrived to-day
vention of the
Union of America

line yellow fever

a.m.—For lower
l. W. winds, and
the middle At-

30 a.m.—During
ghout the Atlan-
inds and clear or
ls States, winds
th rising tempera-
for lake region,
inds, backing to
kes, with falling
centre in the ex-

—A Little Rock
that there was a
reaction on Mon-

ly, that the num-
discount for their
increase. There
the part of the
rn to the vicious
or loans on de-
mokers generally
nt crisis and its
improved to re-
mulative business
gether. The ab-
ry and the con-
banks to certify
market in con-
rapid rise of Mon-
ich reaction was

GREY EXTENSION.

THE TORONTO, GREY, AND BRUCE RAILWAY
EXTENDED TO OWEN SOUND.

The Trip—Arrival—Reception in Owen
Sound—A Banquet.

(By Telegraph from our own Reporters.)

Owen Sound, Oct. 8.

This has been a gala day in Owen Sound, the occasion being the formal opening of the Grey extension of the Toronto, Grey, and Bruce Railway for traffic. A train, consisting of five passenger coaches, a composite car, a baggage car, and an engine and tender, left the Union Station, Toronto, this morning, at a little after seven o'clock, having on board a party of about a hundred and fifty persons, a large proportion of whom were ~~origins with and oil wealth, and~~ ~~Grand Trunk~~ the stations along the road went out on the platform and gave the residents a taste of the quality of their music. The road is now well ballasted clear up to this town, and is in good running order, and new station buildings have been erected at the different stations along it. Very good time was made during nearly the whole run up, but on account of having made several stops of considerable length, and in consequence of addition of several other cars to the train along the road, it was not until about a quarter to four o'clock that the Toronto party, with large reinforcements of ladies and gentlemen who got on at way stations, arrived here.

At the station the passengers were met by a large number of vehicles, which conveyed them to the different hotels to which they had been billeted by the railway company. In honour of the occasion a triumphal arch was erected near the station, and another near the Town Hall, while at intervals of a few yards along the main streets were strips of parti-coloured bunting, extending across them. Many stores and other buildings were also decorated with bunting, and altogether the town presented a very gay appearance.

Shortly after the arrival of the train the President and Directors of the road entertained about 400 gentlemen at a banquet in the Town Hall, and they are to give a ball in the same place this evening.

THE DAILY GLOBE, TORONTO, FRIDAY, OCTOBER 10, 1873.

OWNERSHIP AGRICULTURAL SOCIETY.

Ed. Co. O. Wadrick..... 2 00
 10 of 7000 lb. John Russell..... 2 00

mach..... 2 00
 Ed. Co. Miss McCormack..... 2 07

Here, sales are reported of about twenty cars
 in all, at prices ranging from \$1 16 on the track of
 increasing coal, in 1873

Toronto, Grey & Bruce Railway.

Its Formal Opening to Owen Sound.

THE BANQUET AND BALL.

Excursion on the Frances Smith

The viands for the banquet were provided by Mr. Webb, of Toronto, and were served on five tables, extending parallel with each other the whole length of the hall, and on a cross table at the head of the hall. At the latter was seated the Chairman, Mr. John Gordon, President of the Company, having on his right Messrs. Wm. Miller, Reeve of Owen Sound, guest, M.P.P.; Ald. Withrow, Ald. Coate, Ald. Ball, Ald. Thomson, and Major Beane, of Toronto; McManis, M.P.P., Hugh Reid, Warden of Grey, and one or two other gentlemen. On the left were Mr. John Catholism, Mayor of Owen Sound, Rev. A. H. R. Melholland, Rural Dean, Owen Sound; Dr. McGregor, Chatsworth; Messrs. John Baxter, Ald. Ball, Lewis Moffatt, and N. Dickey, Toronto.

The Vice-Chairs were occupied by Mr. William Ramsay, Vice-President of the Railway, and by Ald. Morrison. Among those present were Messrs. W. K. Fletcher, M.P.; D. A. Oveson, Deputy Reeve of Owen Sound; Thomas Garney, Reeve of Grey; William Leckie, Reeve of Arden; S. J. Lane, ex-Warden of Grey; Thomas Lunn, Registrar of Grey; Thomas Gordon, Public School Inspector; Rev. Wm. Tyndal, Owen Sound; Ald. Morrison and Ald. Davies, Toronto; T. J. Joy, Malton's Bank, Owen Sound; John Pottinger, Merchants' Bank, do.; John Greaser, County Attorney, do.; Thomas Scott, M.P.P.; George Sutter, M.P.; Peter Ingles, Deputy Clerk of the Crown, Owen Sound; John Anderson, Orangeville; David Keith, Toronto; O. W. Moberly, do.; W. H. Beatty, do., Solicitor of the road; P. D. Conger, Toronto; Parker, President of the Owen Sound

the Owen Sound branch the progress of building a road to Owen Sound. He (Mr. Gordon) thought that the people of the country through which it ran controlled themselves, could be sent to the westward either over the Grand Trunk or Great Western, or by water through the St. Lawrence. Concerning the trade of Owen Sound he was very much pleased the other day on meeting the Government Engineer, to be informed by him that Owen Sound was the only harbour on the lake. He (Mr. Gordon) also made up his mind before the road was built, that the best route for it was that from Toronto to Owen Sound. The road was now finished, but was not yet in the state in which the Company intended having it. He believed that the Toronto, Grey and Bruce Railway was destined to be one of the most important routes across the western peninsula. And as for the local traffic, the country through which the road passed was so new that no one could tell what that might amount to. As to the harbour of Owen Sound, he would do all in his power to have it improved, and it would be to the interest of all on the Board of Directors to do the same. He had wondered how it was that so magnificent a harbour had been left so long in the state it was in at present, and he had no doubts that if the matter were brought forcibly and energetically before the Government of the Dominion, they would give a good amount to make it what it should be. He concluded by thanking the assemblage for the hearty manner in which they had received the toast, and all who had done anything toward the construction of the road for the assistance they had rendered.

Mr. BAXTER also replied, and in the course of his remarks said that he was gratified to be present on that occasion to celebrate the fulfilment of certain promises that the President had made to the people of Grey. He believed that honour should be given to whom honour was due, and therefore he would say that although the people of Grey had done well and the Government had done very well, yet had it not been for the President, Mr. John Gordon, and his credit they would not have been in the position they were then in. He felt that the link that now

of the Railway, and by AM. MONT-
son. Among those present were
Messrs. W. K. Fletcher, M.P.; D. A. Creas-
or, Deputy Reeve of Owen Sound; Thomas
Garney, Reeve of Opey; William Leckie,
Reeve of Artemesia; S. J. Lane, ex-Warden
of Grey; Thomas Lunn, Registrar of Grey;
Thomas Gordon, Public School Inspector;
Rev. Wm. Tyndal, Owen Sound; Ald. Mori-
son and Ald. Davies, Toronto; T. J. Joy,
Molson's Bank, Owen Sound; John Pottin-
ger, Merchants' Bank, do.; John Creasor,
County Attorney, do.; Thomas Scott, M.P.;
George Snider, M.P.; Peter Ingles, Deputy
Clerk of the Crown, Owen Sound; John An-
derson, Orangeville; David Keith, Toronto;
G. W. Moberly, do.; W. H. Beatty, do.,
Solicitor of the road; F. D. Conger, Toronto;
— Parker, President of the Owen Sound
Board of Trade; B. B. Hughes, Toronto;
John Patterson, do.; Wm. Bonstead, Master
Mechanic of the road; R. Jones, Auditor of
do.; W. Watson, Paymaster of do.; Captain
McDonald, Guelph; — McCarthy, Orange-
ville, &c.

After the usual loyal and patriotic toasts,

Ald. MONTSON, one of the vice-chairmen,
proposed the Dominion and Local Legisla-
tures.

MESSRS. SNIDER and SCOTT responded
briefly.

Mr. GERT also responded, and in the
course of his remarks expressed the opinion
that Owen Sound, situated as it was, had a
great future in store for it. He trusted that
the Legislature would always liber-
ally aid railway enterprises, for he
was satisfied that nothing tended so
much to develop the resources of the
country. He was happy to say that the
Government of Ontario had displayed a very
liberal spirit in aiding railway enterprises,
and he, as a member of the Legislature of the
Province, would always support them in so
doing.

Mr. FLETCHER also responded, and in doing
so expressed a hope that the country through
which the railway ran would yield it a pay-
ing traffic, and that the Railway Company
on their part would pursue a liberal policy
with respect to producers.

Mr. McMANUS also replied, and in doing
so said that he was sorry that no member of
the Government had ridden over the railway
that day, for if one had he (Mr. McManus)
was sure he would be willing to grant an ad-
ditional subsidy to it. He (Mr. McManus)
had wished the Government to do this be-
fore, and he would continue to press upon
them the advisability of doing it yet. He
pointed out that this railway would be a be-
nefit not only to the portion of country
through which it ran, but also to the Prov-
ince at large, owing to the increased revenue
which would flow into the public treasury
from the large amount of new lands which
would be taken up along its line.

Mr. LEWIS MORRATT proposed "Success to

it should be. He concluded by making the
assemblage for the hearty manner in which
they had received the toast, and all who had
done anything toward the construction of
the road for the assistance they had ren-
dered.

Mr. BAXTER also replied, and in the course
of his remarks said that he was gratified to
be present on that occasion to celebrate
the fulfillment of certain promises that the
President had made to the people of Grey.
He believed that honour should be given to
whom honour was due, and therefore he
would say that although the people of Grey
had done well and the Government had done
very well, yet had it not been for the Presi-
dent, Mr. John Gordon, and his credit they
would not have been in the position they
were then in. He felt that the link that now
connected them with Toronto would bind
them closer than they had ever been.

The proceedings then came to a close.

During the banquet the band of the 31st
Battalion was stationed in the gallery, and
performed appropriate music in good style.

After the banquet the floor of the hall
was cleared for a ball, which was also
given by the Railway Company. The hall
is one of the finest
a person could desire for dancing
in, and the floor was waxed to perfection.
Owing to the lateness of the hour at which
the banquet broke up dancing did not com-
mence until nearly half-past ten. There
were about four hundred persons present,
and when the majority of these were thread-
ing the mazes of the opening quadrille the
coup d'oeil from the gallery was a very pretty
one. Among the ladies present who came
from Toronto in the morning were the fol-
lowing:—Mrs. McKay, Mrs. Mortimer Clark,
Mrs. W. Sutherland Taylor, Mrs. N. Wes-
therston, Mrs. E. Wragge, Mrs. J. J. Vick-
ers and Miss Vickers, Mrs. John Patterson,
Mrs. Wm. Ramsay, Mrs. Phipps and Miss
Phipps, of Baltimore, Ind., Mrs. Higgin-
botham, Mrs. John Morrison, the Misses
Ridout, Miss E. Ridout; the Misses Da-
vies, Miss Bramley, Miss Jarvis, the
Misses Topp, Miss Tarbutt, the Misses
Orlitt, Mrs. Eckhart, of Quebec, Mrs.
Mason, Miss White of Guelph and Miss
Morrison. Among the ladies of Owen
Sound, Orangeville, and other places along
the line present were Mrs. Dr. Henderson,
Mrs. Kirkland, Mrs. McCarthy, Mrs. Dr.
McGregor, Mrs. Dr. Barnhart, Mrs. Dr.
Macleay, Mrs. D. Creasor, Mrs. S. J. Lane,
Mrs. John Creasor, Mrs. Robt. Patterson,
Mrs. J. Riddell, Miss Mulholland, the
Misses Gordon, Miss Maitland, Miss Lapan,
Miss Christie, Miss Eberts, Miss Creasor,
Miss Coulson, and Miss Robinson. The
programme consisted of twenty-eight dances,
and though it was so late when it was en-
tered upon, not a few remained until the last
of these was gone through with. During
the whole evening ice-cream, cake, and other
light refreshments were to be had in a room

which would flow into the public treasury from the large amount of new lands which would be taken up along its line.

Mr. Lewis Morfitt proposed "Success to the Agricultural Interests of the Country," to which Mr. Laue responded in brief but appropriate terms.

Ald. Thompson rose to propose "The Commercial Interests of Canada," a toast than which he did not think any would meet with a heartier response that evening. He thought the present occasion was one for self-congratulation, being one on which they celebrated the union by an iron bond of the metropolis of the Province with one of its outlying districts. The work had been consummated through the combined efforts of the various municipalities through which the road passed. The contributions the country municipalities had given towards the construction of the road were called bonuses, and they understood them to be such. The city of Toronto had also given a bonus and a very handsome one. It had also given bonuses to other enterprises of a like character, and he (Ald. Thompson), as a merchant of Toronto, felt pleased that his fellow-citizens had responded as heartily as they had done to various calls of this sort which had been made upon them. But he did not feel that the people of Gray had given the Railway Company a bonus at all. He felt like many citizens of Toronto with regard to what they had done for the Toronto, Gray and Bruce Railway, that they had merely taken stock in it and had already been repaid a dividend on it. The people of the outlying districts had, no doubt, done a great deal for the railway, but they must remember that there were gentlemen of means who had invested their capital in it, and he (Ald. Thompson) hoped that the people of Gray would see

also though it was so late when it was entered upon, not a few remained until the last of these was gone through with. During the whole evening ice-cream, cake, and other light refreshments were to be had in a room off the hall, and shortly after midnight an excellent supper was served. The refectory was supplied by Mr. Webb, of Toronto. The committee of management of the ball consisted of Messrs. John Gordon, President of the road; Wm. Ramsay, Vice-President; W. Sutherland Taylor, Secretary; Edmund Wragge, Chief Engineer; N. Weatherston, General Manager, and Robert Beatty, solicitor. The music was furnished by the excellent band of the Grand Trunk Brigade, under the leadership of Mr. E. Derville.

Yesterday morning all of the excursionists with the exception of a few who had gone home by the early train were by invitation of Capt. Robertson taken out on the fine fine large steamer Frances Smith for a trip of about an hour and a half's duration down the Sound. As the boat was returning to the wharf the party assembled in the saloon, and Mr. John Gordon on their behalf tendered Captain Robertson a hearty vote of thanks. Capt. Robertson acknowledged the compliment in an appropriate and eloquent speech.

The excursionists left Owen Sound in the afternoon on the return home about a quarter to four o'clock, and reached the Union station about half an hour after midnight, having made a halt of about three quarters of an hour at Orangeville until every one could be provided with tea.

The manner in which the Toronto, Gray and Bruce Railway Company entertained their guests during the two days they were with them, may be judged from a statement

which and va and re good ship a great exhib after congres hemes success toward

Best 1st Best 2nd Best 3rd Best 4th Best 5th Best 6th Best 7th Best 8th Best 9th Best 10th

Best 1st Best 2nd Best 3rd Best 4th Best 5th Best 6th Best 7th Best 8th Best 9th Best 10th

Best 1st Best 2nd Best 3rd Best 4th Best 5th Best 6th Best 7th Best 8th Best 9th Best 10th

did not feel that the people of Grey had given the Railway Company a bonus at all. He felt like many citizens of Toronto with regard to what they had done for the Toronto, Grey and Bruce Railway, that they had merely taken stock in it and had already been repaid a dividend on it. The people of the outlying districts had, no doubt, done a great deal for the railway, but they must remember that there were gentlemen of means who had invested their capital in it, and he (Ald. Thomson) hoped that the people of Grey would see that those gentlemen would receive in a short time a fair return for what they had done. He felt proud that the securities of Canada stood very high at the present moment in the markets of the world, and he hoped that the people of this country would always show that when they obtained a loan for the purpose of carrying out an enterprise, they would not have to be asked a second time for the interest after it became due.

Mr. PARKER in responding to the toast said that the town of Owen Sound had only made a beginning, now they wanted their harbour improved next, and he believed the people of the town would willingly put their hands into their pockets and assist the Toronto, Grey and Bruce Railway Company to do the work, for unless their harbour was improved, railways amounted to nothing.

Mr. DUNN then in a humorous speech proposed "The Corporations of Grey and Owen Sound and the Board of Trade of Owen Sound. In the course of his remarks, he said that they were met to celebrate the realization of those promises which were made by the proprietors of the Toronto, Grey, and Bruce Railway when they went into the municipalities and asked their assistance to build the road. They saw that day the full fruition of their labour, and he asked every man who had contributed towards the construction of the railway if they had not been well repaid for all they had done for it. He thought that when the character of the country through which the road ran, the exertions of those who were its promoters, and the great benefits it was going to confer, were taken into account, the Legislature had made a mistake in not giving another thousand dollars per mile towards its construction. He believed it was only necessary to bring these points fairly before the Legislature to have the matter made right, and he hoped that those members of the Legislature who were present would not be backward to stand up and point out to the House that it was to the interest of the Government as well as to the county of Grey to grant additional aid to the Toronto, Grey, and Bruce Railway.

The MAYOR of Owen Sound responded, and in doing so said that the town of Owen Sound deserved credit for the position they had taken with regard to the question of the construction of a railway from this city to Toronto. Toronto and Owen Sound had now within their grasp a trade of which there was no equal on the Western Peninsula. He remembered the time when one small steamer did all the business that came to the town by water, but now they had four large ones, and he expected to see this trade soon become still greater.

Mr. RICE also replied.

Mr. LACKIE proposed "success to the Toronto, Grey & Bruce Railway, and the railway interests of Ontario."

Mr. GIBSON then proposed

poetic and eloquent speech.

The excursionists left Owen Sound in the afternoon on the return home about a quarter to four o'clock, and reached the Union station about half an hour after midnight, having made a halt of about three quarters of an hour at Orangeville until every one could be provided with tea.

The manner in which the Toronto, Grey and Bruce Railway Company entertained their guests during the two days they were with them, may be judged from a statement of the fact that, in addition to conveying them to and from Owen Sound and giving them a banquet and a ball, they paid the hotel bills of all who held cards of invitation from them.

ANOTHER BOGUS TESTIMONIAL.

(Ottawa Correspondence of the Mail.)

Mr. Moylan to-day presented to Sir John Macdonald a very handsome silver mounted walking cane which was won for the P. M. Minister by a large vote over the Hon. George Brown at the recent Notre Dame bazaar.

THE HON. FRANK SMITH AND HIS STICK.

(From the Irish Canadian.)

A few days ago our attention was arrested by a paragraph which appeared in the *Mail* newspaper, headed, "A Straw Shows How the Wind Blows," and which related to a very silly matter, but out of which an attempt has been made, by a petty politician, to manufacture a little bogus enthusiasm for the fast-waning reputation of the Kingston Knight.

The whole affair is this:—On the last evening of the bazaar, which was held for the benefit of the Notre Dame Institute, a number of articles remained unsold, and were being auctioned off by an impromptu salesman. The Hon. Frank Smith, ever on the alert for a little cheap notoriety, took advantage of the circumstance, and possessed himself of a stick or walking cane, one of the articles of sale, intimating that he himself would be the auctioneer. To test the popularity of himself and his political friends amongst the parties present, he declared that the bids would be political in their significance; that is to say, the friends of the two political parties in Canada would measure their strength, on this occasion, by the number of ten cent bids for the cane, as between Sir John A. Macdonald and the Hon. George Brown.

The persons present humoured the eccentric senator, and the bidding commenced. The Hon. George Brown was leading from the start, but the auctioneer had a reserve bid, and put fifty more on Sir John, and finally knocked all competitors out of the ring by increasing his bid to one hundred. The legitimate number of bids, exclusive of Mr. Smith's own, were:—For Mr. Brown, 35; for Mr. Macdonald, 10. But Mr. Smith's purchased votes gained the stick, and we have heard that it has reached Ottawa, long ere this, with an engraved falsehood on its knob, declaring that it is the index of the political feelings of the Catholics of Ontario towards Sir John Macdonald and his Government.

Senator Smith should know that, when the auctioneers are bidders, the sales are generally looked upon as bogus ones. He should also have observed that there was a

and Bruce Railway.

The MAYOR of Owen Sound responded, and in doing so said that the town of Owen Sound deserved credit for the position they had taken with regard to the question of the construction of a railway from this city to Toronto. Toronto and Owen Sound had now within their grasp a trade of which there was no equal on the Western Peninsula. He remembered the time when one small steamer did all the business that came to the town by water, but now they had four large ones, and he expected to see this trade soon become still greater.

Mr. RAIN also replied.

Mr. LECKIE proposed "success to the Toronto, Grey & Bruce Railway, and the railway interests of Ontario."

Mr. GORDON, in replying, said that it afforded him very great pleasure to be there for various reasons. In the first place he could never forget that it was in the town of Owen Sound that he made his maiden speech, and that was on behalf of this road. In no part of the county had he received a warmer reception when working for bonuses for the Toronto, Grey & Bruce Railway than in Owen Sound, and he must say for the representative men of Grey that although they may have questioned from time to time the ability of the promoters of the enterprise to carry out all that he promised on their behalf, they never doubted his sincerity. It afforded him a very great deal of pleasure to say that those promises had been to a very great extent fulfilled; and now they were prepared to do all they could to develop Owen Sound and the County of Grey. But though the bonus given by Grey was large, yet when he (Mr. Gordon) told them that a similar amount had been paid by some three hundred subscribers in Toronto he thought they would not say that Owen Sound gave over much. Some parties objected to the road at its commencement on account of its gauge, alleging that it would not have the capacity to do the trade of the country. Some others said that it would not be kept open in the winter, that

THE GLOBE, TORONTO, SATURDAY, AUGUST 25, 1906.



TURNING THE FIRST SOD OF THE TORONTO & NIPissing RAILWAY. * (Scene near Cannington.)

Reading, from left to right:—1.—J. C. Fitch, George Laillaw, Joseph Gould (Uxbridge), Hon John Beverley Robinson, Mr. Fox (engineer), Hon. John Sandfield Macdonald, James Beatty (ex-Mayor), Allan, Samuel B. Harman, Capt. W. P. McMaster (Chairman of Board), J. W. McLurey, Mr. Graham, banker, Secretary of the company.

August 25 1906 The Globe

Toronto's First Railway Train

Monday last witnessed the inauguration of a train service on the Canadian Northern Ontario Railway, popularly known as the James Bay line, which forms the latest addition to Ontario's arteries of travel. Apart from its economic side, the event makes interesting the fact that there is still living a man (and the only one now remaining) who was actively engaged on the first steam train ever run in Upper Canada. The one to whose lot has fallen the opportunity of witnessing the enormous strides made in railroading during the fifty-three years separating the two openings is Mr. John Harvie, who since his retirement from railroad work has been for over twenty-one years Permanent Secretary of the Upper Canada Bibli- Society.

Though keenly interested in everything



THE "TORONTO."

The locomotive which hauled the first train out of Toronto in 1853.

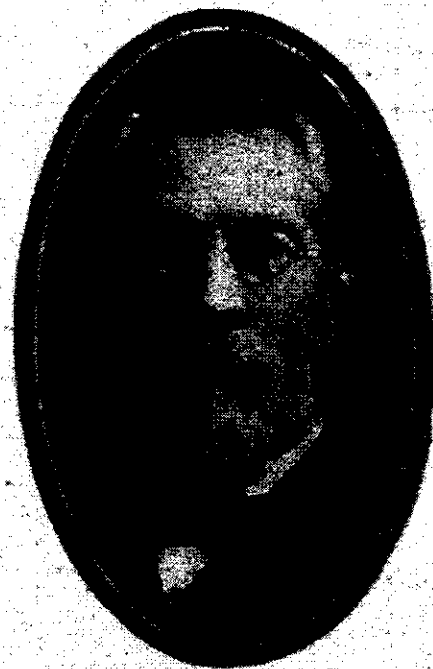
incidents connected with the first trip and took occasion to state with particular emphasis that it was the Canadian-built locomotive "Toronto" and not the American-built "Lady Elgin" that was used on the historic occasion.

"Yes," said he, speaking on that point, "I well remember the taking of the locomotive 'Toronto' from the machine shop of the late James Good, near the corner of Queen and Victoria streets, where it was built, to be placed on the Ontario, Simcoe & Huron Railroad tracks at the corner of Front and Yonge streets. That was toward the latter end of April, 1853. The engine was 'pinch-barred' down Yonge street on temporary rails and was a great source of amusement to the public during the five or six days consumed in the operation. It was the first locomotive built in Canada, and, notwithstanding statements to the contrary, it was used in hauling the first regular train ever run in this Province. The trip was made on May 16, 1853, from Toronto to Aurora, and a circumstance which makes me positive that it was the 'Toronto' which was used was that when we got to Aurora we found the turn-table there too small to turn the larger engine and its tender at the one time, it having been built to the size of the 'Lady Elgin.' The latter, which was constructed at Portland, Maine, and brought to Toronto on a vessel from Oswego, N. Y., was then the only other locomotive in Upper Canada. It was used in the construction and extension of the road from its beginning, but was too light to move heavy trains. In later years the 'Lady Elgin' was used for skunting purposes at Collingwood, in fact, until 1882, when both it and the 'Toronto' were broken up and sold as scrap-iron."

The first Ontario train pulled out from

Harvie. The first ticket was purchased by a shoemaker named Maher, who lived somewhere on Queen street east and who objected somewhat strenuously to paying \$1 "freight," as he termed it, for the ride of 30 miles.

Mr. Harvie has passed his three score and ten by three years, but is still re-



MR. JOHN HARVIE.

markedly active and never more animated than when telling of the good old days of railroading. A. J. C.

She—You promised to return those hundred marks I lent you last winter.

November 24 1906

The Globe



November
24
1906
The Globe

MR. JOHN HARVIE

incidents connected with the first trip and took occasion to state with particular emphasis that it was the Canadian-built locomotive "Toronto" and not the American-built "Lady Elgin" that was used on the historic occasion.

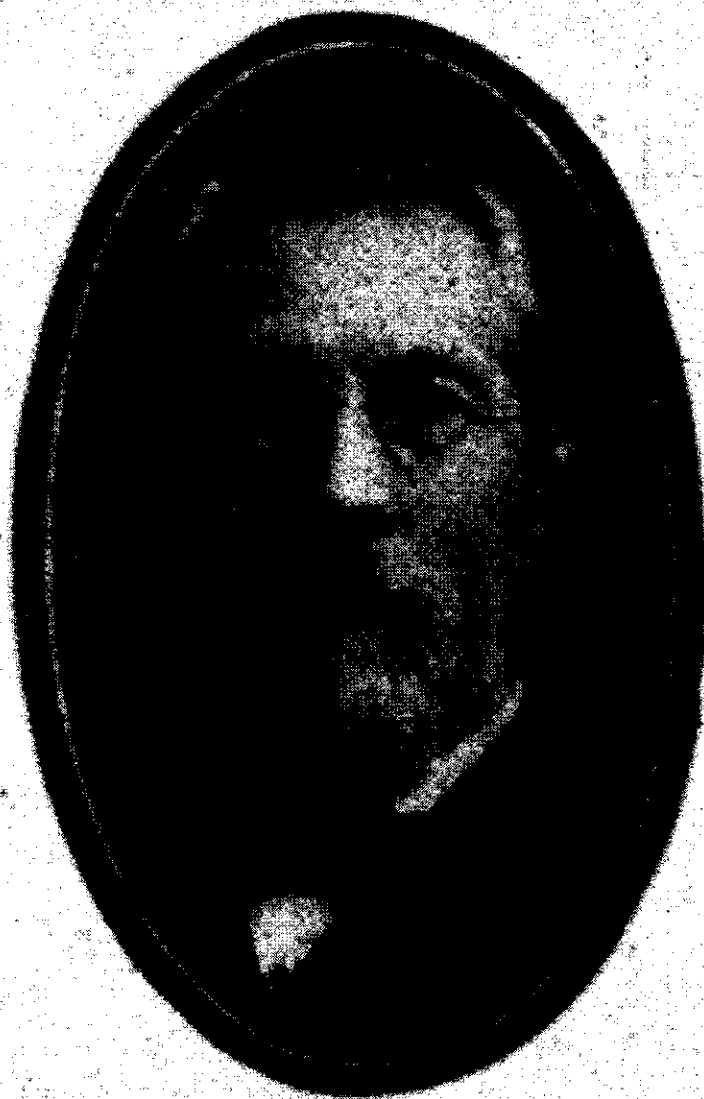
"Yes," said he, speaking on that point, "I well remember the taking of the locomotive 'Toronto' from the machine shop of the late James Good, near the corner of Queen and Victoria streets, where it was built, to be placed on the Ontario, Simcoe & Huron Railroad tracks at the corner of Front and Yonge streets. That was toward the latter end of April, 1853. The engine was 'pinch-barred' down Yonge street on temporary rails and was a great source of amusement to the public during the five or six days consumed in the operation. It was the first locomotive built in Canada, and, notwithstanding statements to the contrary, it was used in hauling the first regular train ever run in this Province. The trip was made on May 16, 1853, from Toronto to Aurora, and a circumstance which makes me positive that it was the 'Toronto' which was used was that when we got to Aurora we found the turn-table there too small to turn the larger engine and its tender at the one time, it having been built to the size of the 'Lady Elgin.' The latter, which was constructed at Portland, Maine, and brought to Toronto on a vessel from Oswego, N. Y., was then the only other locomotive in Upper Canada. It was used in the construction and extension of the road from its beginning, but was too light to move heavy trains. In later years the 'Lady Elgin' was used for shunting purposes at Collingwood, in fact, until 1882, when both it and the 'Toronto' were broken up and sold as scrap-iron."

The first Ontario train pulled out from

November 24
1906
The Globe

Harvie. The first ticket was purchased by a shoemaker named Maher, who lived somewhere on Queen street east and who objected somewhat strenuously to paying \$1 "freight," as he termed it, for the ride of 30 miles.

Mr. Harvie has passed his three score and ten by three years, but is still re-



MR. JOHN HARVIE

markably active and never more animated than when telling of the good old days of railroading. A. J. C.

November 24
1906
The Globe

ie other centers throughout Canada.
R. Hanover, Ont., Board of Trade is ask-
s- ing the Canadian Pacific Ry. to improve
is the service on the branch line from
1- Saugeen Jct. to Walkerton, 37.6 miles,
t; the operation of a self-propelled car be-
r- ing suggested, also the removal of Han-
r- over station to a more central point.
y Steam Storage and Accumulators A

p27 January 1925

once.

Guelph Station, etc.—The Board of Railway Commissioners has authorized a change in the location of the line crossing Eramosa road, Norwich St. and City lane, and approving the location of the proposed station at Guelph, Ont.

Spur Line at Guelph.—The Board of Railway Commissioners has extended to Sept. 30 the time within which the spur line to the Provincial Reformatory at Guelph, Ont., may be built.

Stratford, Ont., Entrance.—The rail-

January
1911