

Mr. J. C. D. B. will grant a bonus of \$100,000 and \$10,000 to the Toronto Wood Products Co., of Prince Edward County, N. Y., and a similar amount to the New Haven Lumber Co., of New Haven, Conn., for lumber produced by them with timber grown in Ontario. The lumber companies have been compelled to pay heavy taxes on their logs, and the new law will give them a tax-free market for their products. The lumber companies have been compelled to pay heavy taxes on their logs, and the new law will give them a tax-free market for their products. The lumber companies have been compelled to pay heavy taxes on their logs, and the new law will give them a tax-free market for their products.

MAN named James Buzzard
only in Suckerville, last
be investigation conducted by
the Coroner for the County of
sumplicd that the deceased was
several hours, and that his death
caused by delirium tremens.

Report to the amount of \$
been presented to the council
ship of Arthur, for sheep kill
The council resolved that
is be laid over till the day in
t, as there are no funds on
legal advice in wanted on
items.

DRIVEN IN TURNG OUT LARGE
OF PORK AND CURED MEATS. T
says Mr. Brill, of the We
ing House, the other day no
other prime heavy sheep pork
in the Ottawa district. F
per, the other day 100 boxes of
100 barrels of prime, prime
to Karnopol; also 200 eggs
use, Parsons, & McG
greatly enhanced and improved
the Mills on the Flumber,
and are now prepared to
all grinding and chopping

News of the Week

These Banners have been popularized by the ladies who have conducted them, and will be looked for annually with interest.

News of the Week.	
CANADA.	
Colingwood, with a population of about 2,000, shows a very small death rate. Only fifteen people died last year, of which two were of old age.	
When skating is destroyed by a "howler" at Landon, they never say "its gone up," for it goes down the river.	
Rink soared off towards Chatham on Monday.	
The Toronto, Grey & Bruce, and the Toronto & Nipissing By-Laws were read a third time in the Toronto City Council on Thursday night without opposition.	
An elopement at Newcastle has caused quite a sensation in the neighborhood. The young lady is the daughter of a widow, and the happy bridegroom only an apprentice to the business of making agricultural implements.	
A movement is on foot in Hull to provide a home for servant girls, under the direction of the various Protestant	

and abilities.

TORONTO, GREY & BRUCE RAILWAY.

WHEN the promoters of this important undertaking submitted their scheme to accommodate the large and populous counties of Peel, Simcoe, Wellington, Grey and Bruce with railway facilities, so well matured did their plans appear to the country and the Legislature, that few entertained any doubt of their ability to proceed with the construction of the road in the spring of 1868. Unforeseen difficulties, however, prevented the realization of this hope. Many of the municipalities that had pledged themselves to supply one-third of the required capital stock, on condition that the promoters of the undertaking would provide the remaining two-thirds, either delayed granting the promised aid altogether, or withheld it till the year had almost closed; while the grants that had been made by several municipalities were found to be illegal in consequence of informalities in the by-laws, or the imposition of a higher rate for its payment than the law would permit, and consequently these appropriations towards the construction of the railway could not be made available until an act legalizing them had been obtained from the Legislature. As Parliament did not assemble till the end of 1868, no commencement could be made in that year; but as nearly all these difficulties are now removed—the grants having been legalized, and steps taken to have the remaining bonuses voted—we can see no good reason why work on the railway should not be commenced and proceeded with this spring.

The delays that have thus far taken place have not been occasioned by the promoters of the railway, who have labored with earnest zeal and unceasing anxiety to secure the commencement and early completion of the road. Indeed, we are assured that long before any of the municipalities on the line had voted one dollar to the enterprise, Messrs. McMaster, Gooderham, Worts, Laird, and other capitalists of Toronto, had made ample provision for raising, by subscription of stock and a mortgage on the undertaking, the two-thirds of the capital stock which fell to their share, leaving the villages and townships on the line to supply the remaining one-third. Conditional arrangements for the iron and rolling stock have also been made, and nothing now remains to secure the railway except the prompt fulfillment of their promises of aid by the different municipalities.

For the first section of the railway from Toronto to Luther \$170,000 in bonuses are required, of which Toronto has already voted \$250,000, Albion \$40,000, Caledon \$45,000, Orangeville \$15,000, and Amherst \$30,000, making a total of \$380,000, or \$80,000 less than the amount absolutely needed. The municipalities from which it is proposed to raise these \$300,000 are, Vaughan, \$10,000, Mono \$50,000, East Garafraxa \$20,000, and Melancthon \$10,000. These townships now stop the way, and it rests with them to say whether the railway shall be built or not. They need the road, are alive to the importance of securing it, and we may therefore reasonably conclude that no time will be lost in permitting the electors to give their decision on the question. If the bonuses are all granted within two months, we have the assurance of the Directors that the line will be surveyed and located between Toronto and Luther in April, and placed under construction in May or June.

The advantages of railway communication to any section of country cannot be highly prized. Lands within easy access of railway stations rise rapidly in value; the agricultural, commercial, and manufacturing interests are all benefited, and the public prosperity promoted and greatly augmented. But in this enlightened age the superior advantages of the "iron horse" are so well understood, and so generally appreciated, as to render any reference to them entirely unnecessary. We hope soon to be able to congratulate the inhabitants of this section on the enjoyment of all the advantages of a railway.

The velocipede, which find its origin in France, and has recently been used

An effort is being made to get up a band in Orangeville. We hope the movement will succeed; nothing can be more pleasant or agreeable to a refined mind than the delightful strains of a well-trained band.

WADENS ELECTED.—For Wellington, Mr. J. Mair, of Nicholls, for Grey, Mr. S. J. Lane, of Owen Sound; for Peel, Mr. K. Chisholm, of Brampton; and for Simcoe, Mr. R. Ardagh, Barrie.

We are requested to notice that the Rev. W. W. Clark, of Guelph, is expected to officiate at the Quarterly Meeting Services in the Wesleyan Methodist Church in this village on Sabbath next, 7th inst., at 10 A.M., and 3 P.M.

HAMILTON'S PANORAMA was exhibited in this village on Monday evening before a large audience. The paintings are really fine works of art, and worth seeing; but the selections of music were not in keeping with the rest of the entertainment.

An oration was given to the County Council of Wellington on Tuesday evening, in the Town Hall, Guelph, by Col. Higginbotham and the officers of the Wellington Battalion. The entertainment was in every respect a perfect success.

The eldest son of Mr. W. C. Little, M.P. for South Simcoe, a lad of about fourteen, while sliding down a hill, near his father's house, in a small sleigh, was thrown with violence against a stump, and sustained an internal injury which proved fatal on Monday last.

THE VILLAGE COUNCIL met at Middleton Hall, on Monday evening, and having extended the time for returning the Collector's roll till the 15th of February, re-appointed Mr. Joseph Pattullo Grammar School Trustee, adjourned.—The appointment of officers for 1869 was left over until the next regular meeting on Monday evening next.

M. E. MCLEAN has opened an Auction Room and General Commission Agency on East Broadway, Orangeville. As he has always borne the reputation of being a first-rate business man, those favoring him with their orders may rely upon finding him trustworthy. His Thursday evening sales are very popular, and attract a large attendance.

Mr. A. G. CADENHEAD, of Fergus, is said to be a candidate for the Crown Land Agency of the County of Wellington, vacant by the resignation of Mr. James Ross, M.P. As Mr. A. D. Perrier, M.P.P., has recommended Mr. Cadenhead for the office, he will most probably receive the appointment. The office is understood to be worth \$1,200 a year.

TORONTO, GREY & BRUCE RAILWAY.—At a meeting of the Directors of this railway, held in Toronto last week, steps were taken to have by-laws granting a bonus to the undertaking submitted at an early day to the electors of Vaughn, Mono, East Garafraxa, and Melancthon. On motion of A. R. McMaster, Esq., seconded by G. Laird, Esq. Messrs. W. Gooderham and A. McNabb of Toronto, and Messrs. T. Jull, J. Anderson, and J. Foley, of Orangeville, were appointed to confer with the Council of Melancthon respecting the submission of a by-law granting \$10,000 towards the construction of the road in that township. As Melancthon will derive great advantages from the construction of this railway, we have no doubt the proposition of aiding the undertaking will be favorably entertained by the Council and the electors.

FATIGUED WIVES IN MINTO.—A correspondent of the *Lightning Express* says that a lady in Minto recently gave birth to quadruplets. The husband, who was absent at the time, upon reaching home was informed of a new arrival. A child was placed in his arms, which he said was a good lively one; another was brought to him, and he opened his eyes rather widely; a third was brought to him, and he imagined it must be

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markable; if the contractors at the lowest figures can perform the work without loss to themselves, those at the highest would have realized large fortunes.

TORONTO, GREY & BRUCE RAILWAY.

There is some danger that the refusal of a few of the municipalities along the line of this railway to bear their equitable share of the cost of its construction, may lead to the abandonment of the undertaking altogether. This would be the greatest calamity that could possibly befall this section of country, and we sincerely hope that the difficulties interposed by the non concurrence of one or two municipalities in the scheme will be overcome, and sufficient aid granted to warrant the immediate commencement of work on the first section of the line between Toronto and Arthur. The citizens of Toronto have left nothing undone to secure the road; they have already expended large sums of money in surveys and negotiations; and unless their efforts are met with corresponding liberality by the municipalities along the route, the enterprise will have to be abandoned, and one of the largest and most populous sections of Ontario will for many years be left unaccommodated with a railway.

That the directors intend to abandon the project, unless all the municipalities contribute their equitable share of the cost of the railway, there can be no reason to doubt. *The Leader* makes this statement authoritatively, and *The Globe* and *The Telegraph* severely censure those reeves and councillors who have unreasonably refused even to submit the propositions of the Company to the electors. This is right, there is no reason why one municipality should be taxed and another escape assessment for an improvement equally advantageous to both; the principle is wrong, and we feel assured that it will not be admitted by the Directors of the railway, now insisted on by the Councils of Mono, Melancethon, East Garafraxa and Luther.

These Townships at present block the way, and in their efforts to gain better terms than the Company could possibly concede, have delayed the commencement of operations on the line. Such delays were to be expected, and could not possibly have been avoided in a project requiring the support of so many opposing interests; but the time has come when delays should give place to action, and local interests should be made subservient to the general good of the country. If the issue were fairly submitted to the ratepayers of Mono, Melancethon, and Luther, as we have no doubt it will, we believe a large majority of them would vote the supplies for the railway, and lay aside all objections to the route and the amount of the bonus, rather than that the road should be altogether abandoned; and the great interests, which a railway would promote and create, left undeveloped.

Another appeal will be made to the ratepayers of these townships in March, for the purpose of obtaining their verdict in favor of the required aid for the railway on the route defined in the charter and resolutions of the company; and we hope that the result may be an arrangement satisfactory to all parties, and favorable to the immediate commencement of the railway. If the bonuses are all granted in March, we understand work will be commenced all along the line in May.

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Orangeville

Sun

25 Feb, 1869

THE NARROW GAUGE RAILWAYS.

(From *The Leader*.)

We learn with surprise that in several townships these railway companies are meeting with very unjustifiable opposition. Notwithstanding the near approach of spring, the great and persistent efforts on the part of the companies, and the exercise of an uncalled-for generosity, by paying the expenses connected with defeated by-laws, it is found practically impossible to get the propositions of the companies submitted to the rate-payers of the townships of Scott, Scarborough, and elsewhere. The Reeve of Scott, by his casting vote, decided that the by-law should not be submitted, for the paltry sum of \$15,000, to the verdict of the electors. This is not right. No Reeve or Council is, or can be, justified in preventing the people deciding for themselves what they will pay for a railway. It may be popular with the meanest of the people to try and get a railway for nothing, wholly or in part, at the expense of other municipalities, and a Reeve or Council of such ilk may seek such popularity. They are welcome to it. But we hope the railway companies will not turn a sod until each municipality has paid an equitable share towards these enterprises.

There are we believe, only two townships where the western company experience any difficulty in getting their proposals before the ratepayers. We hope these difficulties will not continue to delay the commencement of operations and embarrass the company. It is said that this and that reeve on both railways want conditions in their by-laws, to secure certain points, amply provided for in the charters; while others would, like, the routes of the railways changed to suit the interests of a section of a municipality. It may be these desires spring from honorable motives, but whether they do

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ed or not, it is evident the routes of the rail-
ways chosen by the companies and ap-
proved, must be followed, and such routes
supported by because, or else no railways
will be built.

Those men who interpose their mu-
nicipal positions between the people and
the railways, when brought to the bar of
public opinion, will find out, by the ver-
dict of the people, that they were "elected,
and found wanting," at a critical jun-
ture, when great interests were at stake.

We had hoped and believed some few
weeks since that both railways would be
in the course of active construction in
two months. We know that arrange-
ments to that end were in progress.—
These plans have been arrested by the
action of Scott, Whitchurch, and Bear-
boro' on the Nipissing railway, and of
Mono, Luther, and East Garafraxa on
the Toronto, Grey & Bruce Railway.—
If these municipalities do not want a
railway, let the verdict of the people be
obtained in proof of the fact, and then
the hopes of all intelligent people on the
routes of those railways will be blighted
and agitation cease. The companies will
have lost their outlay, and the country
the railways for a time.

We regret to find that Mr. George
Laidlaw has been obliged to succumb to
a factious and unprincipled opposition on
the route of the eastern road. His re-
signation was received by the President
of that road on Saturday last. Of course,
if the whole board were to abandon the
contest with meanness and ignorance, the
railways would still be built. But when?
That question will have to be answered
by those men who now abuse their oppor-
tunity.

Orangeville and Vicinity.

we presume that it will be well patronized.

THE NARROW GAUGE RAILWAY.

At a meeting in Camilla on the 2nd inst., a deputation of the Toronto, Grey & Bruce Railway Board got a most enthusiastic reception, and a resolution was passed, without a single dissenting voice, requesting the Township Council at its next meeting to arrange for submitting to the vote of the people at once, the by-law for \$45,000 bonus to the Railway. There were some 200 of the rate-payers present, and all were heartily in favor of giving the Company the full amount asked from the Township, \$45,000. Mr. George Harshaw occupied the chair, and addresses having been delivered by Mr. Geo. Laidlaw, Alderman Disney, Capt. Bennett, and the Police Magistrate of Toronto, Mr. Alex. MacNabb, the following resolution was carried unanimously, amid loud cheers:—

Moved by Mr. John Still, seconded by Mr. Geo. Tipping, and resolved, That this meeting being satisfied with the Railway Company's explanation, are desirous of having an opportunity of voting for or against the railway, and hereby respectfully request their Township Council, at their next meeting, to make arrangements for submitting to the vote of the people the by-law granting \$45,000 to the Railway, as proposed by the Company.

Such was the unanimity with which this resolution passed, that when the Chairman called on all in favor of it to stand to one side of the room, not a single man was found against it.

AMARANTH COUNCIL.

WHITTINGTON, Feb. 27th, 1869.

Amaranth Council met pursuant to

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for them all, and will secure his election and the ratification of his agreement with J. A. Macdonald by a handsome majority.

TORONTO, GREY & BRUCE RAILWAY.

The canvas on behalf of the Toronto, Grey & Bruce Railway is progressing most favorably. At a series of meetings addressed last week in the Townships of Mono, Melancthon, Luther, and Arthur, by Messrs. Laddlaw, McNab, Dickey and Bennett, resolutions pledging aid to the undertaking were adopted unanimously, and the Councils of these municipalities requested to submit By-laws to a vote of the electors granting bonuses to the project amounting in the aggregate to \$110,000. The Councils of Mono, Melancthon, Luther, and Arthur, in obedience to the wishes of their constituents thus ascertained, have since submitted the By-laws, and as the electors have already committed themselves to their propositions, they will no doubt be ratified by large majorities.

In East Garafraxa there is some disposition to refuse a bonus to the railway on the ground that enough has already been voted to construct the road beyond the limits of that Township. This, however, is a grave mistake. All the municipalities on the route were equitably rated to raise the sums required for this purpose, and until East Garafraxa contributes its share the railway will not be built. When this is satisfactorily explained to the electors they will doubtless ratify a By-law granting a bonus of \$15,000 to the railway. If this is done, and the By-laws now submitted carried, the whole chain will be complete from Toronto to Arthur, and the construction of the road between these points will be proceeded with in May or June.

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March 11, 1869

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News of the Week.

No subject engages a larger share of public attention in Canada than immigration. There is a lack of skilled and unskilled labor in the country, and the demand for it increasing with the growing requirements of commerce, the cry for more population is unanimous. There are thousands of acres of fertile lands untilled, extensive forests unheeded, rich mines uncovered, and many profitable branches of industry neglected, because there are not sufficient hands for the work to be performed.

Such a state of things ought not to be, and would not continue, if immigration, bringing capital and national prosperity in its train, were encouraged and directed to our shores. Large sums, it is true, have from time to time been spent in Great Britain and other countries in sustaining Emigration Agencies, and spreading information respecting the resources of Canada; but the advantages offered were not sufficient to attract immigration. There is, however, reason to hope that a more liberal policy will be adopted, and that the Local and General Governments, uniting their efforts, will endeavor to secure the great advantages that must flow from the introduction of additional capital and an increase of population. Some steps have already been taken in this direction, but so effective they must be followed up. The tenure of a free homestead, protected for twenty years against the claims of creditors, by the Government of Ontario, to every actual settler, will have a powerful tendency to attract immigration.—This, however, is not sufficient; if we would secure the advantages of the productive labor of any considerable portion of the poor, but industrious surplus population of European Countries, it is not only necessary that provision should be made for immigrants on their arrival at our shores, but that some means should be provided for conveying them thither, free of charge.

A broad, comprehensive emigration scheme, on this basis, has been proposed by Mr. Geo. Ludlow, of Toronto, which is worthy the attention of the Government and the country. It may be imperfect in some of its details, and in perhaps susceptible of improvement, but the main features of the scheme are entirely unobjectionable. It contemplates the employment of five or six British transports in the conveyance of British, French, German, and Norwegian immigrants to Canada—the transports, with coal to heat and sailors to man them, to be supplied, free of charge, by the British Government, emigration agencies and associations overland by the Canadian Government, and the cost of maintaining the immigrants on the transports, by railway companies, municipal corporations, or private individuals who, by application to the Emigration Department, would have employed them before embarkation. The Government would control and direct the immigration, and would require, with each application for laborers, five or six dollars toward defraying the expenses of the voyage, which sum would be held a credit on the account of the emigrant after arriving at his destination in Canada.

Under this system a great portion of the stream of immigrants that are weekly increasing, the strength and the wealth of the United States would be diverted to Canada, to increase its wealth and swell its population. That Great Britain would encourage the movement, by supplying transports, there is every reason to believe, as the people of England are already seriously considering how they can send us some of their surplus labor.

An immigration measure on this basis would, we think, be inexpensive, effective, and consonant with the requirements of the country. Will our legislators turn their attention to the matter?

The lack of capital and the want of labor are the great drawbacks to the prosperity of Canada; but to obtain the one, the other must be secured. Until the price of labor is reduced by increased population, and the resources of the country developed—its agricultural, commercial and manufacturing interests fostered, protected and promoted by wise legislation, we cannot take our proper place among nations, or boast of true greatness and real national prosperity.

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March 18, 1869