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bonus of \$10,000 towards the construction of the said Railroad.

At Jelly's Hotel, Shelburne, it was moved by Mr. H. Atkinson, seconded by Mr. G. Merkle, and resolved, That this meeting, having heard the explanations of the Toronto Deputation in reference to the construction of the Toronto, Grey & Bruce Railway, expresses its full confidence in the soundness of the scheme; and pledged itself to use every effort to secure the confirmation of a by-law by the vote of the electors of this Township, granting a bonus of \$10,000 in aid of the undertaking.

A meeting at Horning's Mills was opposed to the Railway, but the great majority of the ratepayers of the Township are bound to have the road, and will cheerfully vote the amount asked of them.

A series of enthusiastic meetings were addressed last week in Arthur by Messrs. Laidlaw, Smith, and O'Donoghue. A by-law granting \$35,000 bonus to the railway is before the electors, and will most probably be confirmed.

CAUTION TO SCRIBBLERS.

We have spent two full hours of our mortal existence in a fruitless endeavor to elicit the actual meaning of a highly elaborate, intensely brilliant, and ultra-

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April 1
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TORONTO, GREY & BRUCE RAILWAY.

A DELEGATION from the Toronto, Grey & Bruce Railway Company, consisting of Alderman Boxall, Capt. Bennett, and Mr. J. A. Donaldson, of Toronto, with Messrs. J. Anderson and J. Foley, of Orangeville, addressed a series of public meetings in Melancthon on Thursday and Friday, and were most enthusiastically received. The question was very ably laid before the various meetings. Messrs. Boxall, Bennett, and Donaldson giving an interesting account of the different railway enterprises of Canada, and dwelling with good effect on the circumstances which led to the projection of the narrow-gauge lines to the north-east and north-west of Toronto; the efforts which Messrs. Gooderham, Worts, McMaster, Laidlaw, Gordon, and other capitalists, had put forth to secure them, the liberal bonuses which Toronto and other municipalities had granted toward building them, and the great advantages which accrue to the sections of country through which they were designed to pass, from their construction. Messrs. Anderson and Foley confined their remarks to the necessity that existed for improved communication in the districts proposed to be served by the narrow gauge railways, and very conclusively proved that great advantages would accrue to the township of Melancthon from the construction of the Toronto, Grey & Bruce Railway, both from the expenditure in its construction, and the facilities which it would afford for the transportation of produce. The arguments were conclusive, and at four out of five or six meetings held in the township, resolutions were carried unanimously to confirm a by-law, now before the electors, granting a bonus of \$10,000 to the railway.

The first meeting was held at May's Hotel, Toronto & Sydenham Road, and was numerously attended. After hearing the delegation, the following resolution was carried unanimously:—

Mr. James Mulholland moved, seconded by Mr. J. Oldfield, That this meeting, satisfied with the explanations of the Railway Deputation, and fully alive to the importance of securing improved communication with the Capital of Ontario, pledges itself to use every effort to procure the construction of the Toronto, Grey & Bruce Railway.

At O'Boyle's Hotel, Dundalk, Mr. Jos. Swift moved, seconded by Mr. Blumson Jelly, That this meeting, having heard the explanations of the Toronto, Grey & Bruce Railway Deputation, is satisfied that the construction of the said Railway would be of incalculable advantage to this Township; and pledges itself to support a grant in aid of the road.

At Gray's Hotel, Sydenham Road, it was moved by Mr. J. Black, seconded by Mr. A. Brown, and resolved—That this meeting, having heard the explanations of the Toronto, Grey & Bruce Railway Deputation, expresses its entire confidence in the scheme, and pledges itself to use every legitimate influence in its power to carry a by-law on the 10th of April, granting a

thence, quintupled digits, and raised fifty, launched rives against "funny man" his sublime phrase quotations as heart-stunning precious optics, stone forth a that one would the visual orb comprehensible bull frog; while lations and could only be ed dignity and that aristocratic town of mortali panis-stricken poetic fire whity from our j feeling alarme gence of his break loose a general confli reverie with with his peculiar phrases, whiness, we had, following ipse sentences, vi of yourself, "Rush into as you can to your high man," "A reprobation, your mother all of which as it were by such immod bearers that to be the who joked t much alarme ed before th the redoubt and remand Seriously this juvenile over-tension culties, may reason and position int deed, we h fathomable brilliancy o We would, adv. a his c five cents of him to ties in "te shoot", on which dou playing off precocity, strong me tis." W that His Doctor B ordinary, fitter-up t the Grand and Desi his philas hryo pro dose of t

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left to the arbitrament of the sword.

TORONTO, GREY & BRUCE RAILWAY.

A BY-LAW granting a bonus in aid of the Toronto, Grey & Bruce Railway was voted on by the electors of Mono on Friday, and carried by the handsome majority of 139—the vote being 254 in favor of the by-law, and 115 against it.—The result was received by the electors with demonstrations of great joy, and the event was celebrated in Orangeville with bonfires and general rejoicing.

A by-law granting \$10,000 to the undertaking was voted on in the Township of Melancthon on Saturday, and rejected by a majority of thirty votes. Had the friends of the railway worked with half the energy put forth in Mono, there is no doubt the by-law would have been carried. In the Township of Arthur, also, a by-law granting \$35,000 in aid of the railway was defeated by a majority of 145. The question will, we understand, be again submitted to the ratepayers with every prospect that the majority will be reversed.

It is gratifying to know, however, that the loss of one or two subsidiary grants will not delay the commencement of work on the railway, and that as soon as the Company is organized and \$300,000 taken up in stock, operations will be begun at different points on the first section of the line between Toronto and Arthur.

Orangeville and Vicinity.

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Senate by such a mad mischief-brewer as Mr. Chandler.

THE TORONTO GREY AND BRUCE RAILWAY COMPANY has issued its prospectus and announced the opening of stock books for the subscription of its capital. The total length of the line to be constructed, including its branches to Kincardine and Owen Sound, is about 200 miles, of which it is proposed to place the first 70 miles, between Toronto and Arthur, under construction as soon as sufficient capital is obtained to ensure the successful completion of the work. The estimated cost of the line per mile for construction and equipment is \$15,000, and the total capital stock, \$3,000,000. The capital required for the first 70 miles is \$1,050,000, of which \$425,000 has already been obtained in the shape of bonuses from Toronto, Albion, Caledon, Mono, Orangeville and Amaranth, leaving a balance of \$625,000 to be raised by the subscription of stock, and the sale of mortgages on the undertaking. The total traffic of the first 70 miles is estimated at \$400,000 a year, from which 60 per cent is deducted for working expenses, leaving the net earnings of the line \$100,000—equal to a dividend of 18 per cent, if the cost of construction and equipment does not exceed \$15,000 a mile. These calculations may be realized; but there is

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THE SUN, ORANGEVILLE, ONTARIO

no doubt that a cheap line of railway, capable of accommodating the wants of so large and fertile a section of the country as that to be traversed by the Toronto, Grey and Bruce Railway, would prove a most profitable enterprise. Capital could not be invested to better advantage than in the construction of the Toronto, Grey and Bruce Railway; and we therefore hope that the promoters of the undertaking will experience no difficulty in getting all the required stock subscribed in time to enable them to commence operations on the line before the close of 1869.

THE LEGISLATURE of Canada met at Ottawa on Thursday for the dispatch of business. His Excellency Sir John Young

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as one of the Americans were opposed to a war between Great Britain and the United States. The resolution was adopted. As the business before the Legislature is being despatched with commendable celerity, the session will most probably be a short one.

INDICATIONS OF PROSPERITY.

THE spirit of enterprise was never more active in Canada than at the present time. Numerous public works are projected to meet the requirements of increasing commerce, flowing from the rapid development of national resources, and the large expenditure necessary for their construction must occasion a season of great prosperity. In Ontario, Quebec, New Brunswick, and Nova Scotia, there are abundant evidences of progress and prosperity. In Ontario alone, there are no less than four or five lines of railway to be placed under construction within the year, the most important of which are the Toronto, Grey & Bruce Railway, intended as the great outlet for the surplus produce of the fertile peninsula to the northwest of Toronto; the Toronto & Nipissing, which is to tap the head waters of the Ottawa and open up extensive agricultural and lumbering interests; and the Wellington, Grey & Bruce, which, in connection with the Great Western, will form a continuous line of communication between the Georgian Bay and the waters of Ontario. The Hurontario Ship Canal, designed to afford a highway to the ocean for the varied productions of the Great West, the deepening and enlarging of the Welland and Rideau Canals; and the improvement of the navigable waters of the Ottawa and St. Lawrence, are also engaging the attention of enterprising capitalists. In Quebec and the adjoining Provinces, several important enterprises, involving large public expenditures, are on the carpet; and one of the most stupendous undertakings of modern times, the Intercolonial Railway, which is estimated to cost over \$15,000,000, will shortly be under construction.

There are a series of public works of less magnitude than these gigantic undertakings, but scarcely of less importance, which are to be constructed by Government, among which are Lunatic and Inebriate Asylums; the erection of light-houses; the construction of harbors; the opening of communication between Lake Superior and Red River; and the improvement of colonization roads.

When, in addition to these great undertakings, we take into consideration the host of minor enterprises in mining, manufacturing, and local improvements, we have a prospect remarkably indicative of general progress and substantial prosperity.

That immense benefits will flow from the large expenditure necessary to carry out these projects, is beyond all doubt. There will be abundant employment for laborers at high wages, and a brisk demand for all kinds of produce at fair prices; trade, commerce and manufacture will be promoted, and every interest encouraged by an active and enlarged circulation of the currency. Surely, the nation has reason to rejoice in the hopeful indications of abundant prosperity.

It is expected that the Government will publish at regular intervals, perhaps

tained for seed from an importer of New York. It resembles the black Maine in its appearance, but is much plumper in the grain, and is said to give a larger yield to the acre. Mr. Wilson also imported a sample of midge-proof wheat which he sowed last autumn, and which gives promise of a large yield. His enterprise in introducing, at great expense to himself, foreign seed into the country deserves the highest commendation.

PEDESTRIANISM VS. VELOCIPEDISM.—An interesting race of half a mile took place at Brampton, last week. Between Mr. T. Graham and Mr. W. Mahaffy, the former on foot and the latter on a velocipede. The velocipedist, not being quite master of the machine he straddled, had one or two upsels, which so impeded his progress as to enable the pedestrian to reach the winning post first. The affair afforded much amusement to a large number of spectators, and it is said that many bets were lost and won on the result of the race.

BUILDING OPERATIONS have commenced in Orangeville, and masons, bricklayers and carpenters are fully employed. It is expected that twenty buildings will be erected this summer, and many of the houses, already up, enlarged and improved. Among the most considerable buildings to be erected are the English Church, on Second Avenue, the Wesleyan Church, on Broadway, and a three-story brick block, on the corner of Broadway and Front streets, for Messrs. K. Chisholm & Co. These improvements are a gratifying evidence of the prosperity of our citizens.

THE REVS. MESSRS. MURDOCH, AHERSON AND MUIR, of Galt, who have conducted Union Prayer Meetings in that town for some time, have been presented with 15 sovereigns each, by way of proof of the high esteem in which they are held. It strikes us that "Presentations" to Clergymen would not be less effective if made less publicly. This mixture of Prayer and Purse may please the givers, but it strikes us that the recipients would like the gift just as well, if the little business arrangement was made with closed doors. It is not wise, we think, to parade a pastor before his people as a pauper.—*Lightning Express.*

MR. E. McLEAN has planted a row of beautiful shade trees in front of his property on Broadway. The street, being six rods wide, will accommodate a line of trees on each side outside the footpaths, without encroaching on the portion devoted to traffic, and we trust our citizens will take advantage of the season to plant them. Nothing relieves the eye in the arid atmosphere of a commercial center like the rich foliage of trees, and nothing can be more refreshing than the cooling shade they afford from the heat of summer. If what Mr. McLean has so well begun be successfully followed up, Broadway will be one of the finest streets to be found in any town or city in Canada.

AMARANTH COUNCIL.

WALLACE'S HOTEL, April 28, 1869.
Amaranth Council met, pursuant to call. All the members present:

ROBERT WANSBROUGH, Clerk.

Correspondence.

THE T. G. & B. RAILWAY.

TORONTO, April 24, 1869.

EDITOR SUN—Sir:—Prospectuses fully explaining the programme of the Toronto, Grey and Bruce Railway Company, have been sent for distribution to the municipalities granting bonuses, or having yet to grant them.

I believe the stock will pay a reasonable, possibly a very good rate of interest on investments.

It would be particularly gratifying to the Provisional Directors, soon to be replaced by those to be elected by stockholders, if one hundred farmers, each of the municipalities of Albion, Caledon, Mono, Amaranth, East Garafraxa, Orangeville, Luther, Melancthon and Arthur, would take a share each of the stock. The shares being \$100, this would only amount to \$10,000, not much to be expected, where there are 600 to 800 farmers in a township. To those who opposed the granting of any bonuses, upon the plea that they were too large, I would respectfully say, that the stock is all the more worthy of attention, from the liberality of the sums granted as bonuses; and that they may risk \$100 each, or as much more as they desire, to share in the profits of the "Toronto speculators."

I think you will agree with me that the anticipated traffic is estimated at a low figure.

Your obedient servant,

G. LAIDLAW.

News of the Week.

CANADA.

Dr Freer, of Kentnew, was found dead on the road near that village a few days ago.

A foundry and machine shop, for the manufacture of all kinds of agricultural implements, will be built this summer in Orillia.

CLOSED.—The shutters are up at three leading stores in Hamilton, the proposition of fifty cents on a dollar, without security, having been refused by the creditors.—*Spectator.*

The bay at Whitby is full of wild ducks within a reach of trigger; but they seem to know that the law protects them, for they approach the shore in large numbers.

The printer's strike in Montreal is in full blast. Over 160 men are out of work. Employers have combined not to employ Union printers, and decided to issue only two columns a day until the strike is ended.

At the Kent Assizes, one Swanton was tried for the murder of James Caswell, at Quert, last fall. The evidence was direct enough as regards the killing of Caswell, but the jury took a lenient view of the case, and returned a verdict of manslaughter, with a recommendation to mercy.

The sugar-makers around Belleville are in luck. The weather for the past ten days has been excellent for making sugar. Cold, frosty nights, and warm, sunny days, made the sap run freely, and kept the "sugar-makers" busy. Large quantities of sugar have been made, some bushes yielding as much as 1000 lbs. each.

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OS April 29, 1869

TORONTO, GREY & BRUCE RAILWAY

We invite attention to the prospectus of the Toronto, Grey & Bruce Railway Company, which appears in another column. The prospects of the enterprise are of a most encouraging character, so that the appeal to capitalists to invest in the stock of the undertaking, will doubtless meet a hearty response.

It is established, on the evidence of Mr. Charles Fox, and other eminent engineers, that the railway can be constructed and equipped for \$15,000 a mile, and the tabulated statement of the traffic returns of the Northern Railway—a road passing through a section thinly populated, and less fruitful than that to be traversed by the Toronto, Grey & Bruce Railway—proves that, on this first extraordinary traffic will give a dividend varying from ten to eighteen per cent. Should the traffic, however, fall short of the estimate, there is large enough margin left for a fair, steady and handsome dividend. The cheapness of the work to be done—the large bonuses granted by the municipalities interested in the line—and the smallness of the interest-bearing capital of the Company—the certainty of a large and increasing traffic, as illustrated by the returns of the Northern Railway—all prove that, even as a commercial speculation, the enterprise must and will prove a most profitable undertaking.

It is important that the stock of the Company should be taken up in Canada, so that the management of the road would not fall into the hands of absentees, or the profits of the enterprise be annually withdrawn from the country. This is the object of the promoters, who are neither speculators nor foreigners, but include many of the wealthiest and

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worthiest members of the community, and who have no personal interests to serve, in which the public generally will not be shakers. They have subscribed liberally to the stock themselves, each putting down his name for \$5,000 or \$10,000; but a considerable portion of the stock has not yet been taken up, and of this they confidently expect the farmers in the municipalities interested in the line to take at least shares to the amount of \$100,000. This would be only \$10,000 to each municipality, and surely in each municipality there are one hundred farmers who can afford to take \$100 each in railway stock. We believe that the stock of the Company offers inducements to intending investors which will secure its speedy subscription, and the consequent early construction of the railway; but it is of the utmost importance and advantage to the country that the stock should be taken up within itself. We hope it will not be necessary to put any of the shares on the foreign market.

PARLIAMENTARY:

THE PROCEEDINGS of the Legislature at Ottawa are increasing in interest as the

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May 20,
1869TORONTO, GREY & BRUCE
RAILWAY COMPANY.Total Length about 200 miles. Including
Branches to Kincardine and Owen
Sound.Length of first Section from Toronto to
the Garafraxa Road about 70 Miles.

TOTAL CAPITAL.....\$5,000,000.

Capital Required for the First Section,
\$1,050,000.Bonuses already Voted by Municipalities
for the First Section of the Main
Line, \$425,000.As follows:—City of Toronto, \$250,000;
Albion, \$40,000; Caledon, \$45,000;
Mono, \$45,000; Orangeville, \$15,000;
Amaranth, \$30,000.Bonuses yet to be obtained for the First Section,
\$77,000.Bonuses required and obtainable to extend First
Section, from Arthur to Mount Forest, \$130,000.First issue of stock in \$100 shares, \$325,000.
Upon which bonds will be issued for \$340,000.The arrangements for the extension to Mount Forest,
now in progress, which completed, will involve the
further issue of Stock and Bonds to the extent of
\$125,000.PRESIDENT—John Gordon, Esq.
VICE-PRESIDENT—A. R. McMaster, Esq.

DIRECTORS:

Hon. M. C. Cameron, Provincial Secretary; Hon.
John McMurich, M.P.P.; S. B. Harman, Esq., Mayor
of Toronto; Noah Barnhart, Esq.; H. B. Howland,
Esq., Vice Pres. Bank of Commerce; Jas. Michie, Esq.,
Pres. of the Caledon & Co.; John Crawford, Esq., M.P.;
William Elliott, Esq., Of Messrs. Lyman, Elliot &
Co.; M. F. J. E. Smith, Esq., Collector of Customs,
Toronto; D. Sinclair, Esq., M.P.P., North Bruce;
John Turner, Esq., Of Messrs. Sessions, Turner &
Co.; George Laidlaw, Esq.; Thos. Scott, Esq., M.P.;
P. Robert Patterson, Esq.; Thos. Lalley, Esq.; T. C.
Chisholm, Esq.; Frank Smith, Esq.; C. J. Campbell,
Esq.; Adam Crook, Esq.; C. C. John Worthington,
Esq.; Thomas Swinburn, Esq., M.P.P.; R. A.
Harrison, Esq., Barrister, M.P.P.TRUSTEES OF BONDS.—Hon. John McMurich,
Company's Trustee; A. W. Lauder, M.P.P., Government
Trustee; Lewis Moffat, Esq., Municipalities
Trustee.COUNSELLORS.—Hon. John McMurich, Esq.,
Solicitor-General; W. H. Beatty, Esq.,
COUNSELLORS.—Messrs. Charles Fox & Sons,
BANKERS.—Bank of Toronto, Bank of Commerce.

BOOKERS.—Campbell & Cassels, Blackie & Alexander.

SECRETARY.—W. Sutherland Taylor.

Temporary Offices—46 Front Street Tor-
onto.

PROSPECTUS.

The Provisional Directors of the Toronto, Grey &
Bruce Railway Company finding that further progress
in the building of Broad Gauge Railways in Canada,
with English Capital, was no longer financially prac-
ticable or expedient for lines of Railway projected for
local traffic, and having become cognizant of the suc-
cessful working for a number of years of Railways
built on the three feet six inch gauge, in the Kingdoms of
Norway and Sweden, in the colonies of Queensland,
in India, and elsewhere, and that these Railways were
capable of accommodating a traffic of about a million,
or a million and a half of tons of goods per annum,
and of carrying passengers at a speed of twenty-five
to thirty miles an hour, and that the total traffic of the
Northern Railway of Canada has not exceeded 125,
000 tons, and 140,000 passengers per annum, have
therefore resolved to construct the Toronto, Grey &
Bruce Railway on the three feet six inch gauge, at a total
cost of \$15,000 per mile.The Directors have also noted Capt. Tyler's (now
Vice President, Grand Trunk Railway) report on the
Festiniog Railway, two feet gauge, in Merionethshire,
Wales, the freight and passenger traffic of which ap-
proximates closely to that of the Northern Railway of
Canada, and with the exception of the lumber traffic,
largely exceeds that carried on the Lindsay and Port
Hope, or on the London and Port Stanley Railways.With a view to a just apportionment of the risks in-
cidental to capital invested in Railway enterprise in
Canada, it was also resolved to ask the municipalities
most to be benefited by the construction of the
Railway, for one-third of the total cost by way of bonus
or gift. This proportion of the cost has already
been voted for the first section, (excepting small sums
yet obtainable,) in debentures bearing six per cent.
interest, payable in 20 years—securities which are un-
exceptionable and will sell at or nearly par.Of the remaining capital, it is proposed now to offer
\$325,000 to be subscribed in stock. If that or a
larger amount be not so subscribed, bonds will be issued
for the balance of about \$300,000.Local capital to the extent of more than two-thirds
of the cost of the Railway, will be security to holders
of the bonds of this Company.The interest and dividend bearing capital will not
exceed \$9,000 per mile.The Directors, although anxious, and having au-
thority under their charter to make the village of
Mount Forest the terminus of the first section, are
unwillingly constrained to select an eligible point,
near the Garafraxa Road, in the Township of1861—Running expenses per cent, 55; local tonnage,
120,000; through tonnage, 25,000; local receipts, 145,
000; passenger, 100,010; local receipts, gross, \$500,
000; through receipts, gross, \$400,000; total receipts,
gross, \$900,000; local receipts, net, \$115,282; through
receipts, net, \$110,400; dividend on \$10,000 a mile,
local, \$1-3; dividend on \$15,000 a mile, through, 1-10.1862—Running expenses per cent, 55; local tonnage,
100,000; through tonnage, 25,000; local receipts, gross,
100,000; passenger, 100,000; local receipts, gross,
\$400,000; through receipts, gross, \$400,000; total receipts,
gross, \$800,000; local receipts, net, \$115,282; through
receipts, net, \$110,400; dividend on \$10,000 a mile,
local, \$1-3; dividend on \$15,000 a mile, through, 1-10.1863—Running expenses per cent, 55; local tonnage,
100,000; through tonnage, 25,000; local receipts, gross,
100,000; passenger, 100,000; local receipts, gross,
\$400,000; through receipts, gross, \$400,000; total receipts,
gross, \$800,000; local receipts, net, \$115,282; through
receipts, net, \$110,400; dividend on \$10,000 a mile,
local, \$1-3; dividend on \$15,000 a mile, through, 1-10.Total tons, 625,000; passengers, 540,000; local receipts,
gross, \$1,252,250; through receipts, gross, \$400,000;
total receipts, gross, \$1,652,250; local receipts, net,
\$155,282; through receipts, net, \$110,400; dividend on
\$10,000 a mile, local, \$1-3; dividend on \$15,000 a mile,
through, 1-10.AVARAGE.—Total tons, 170,250; passengers, 110,
000; local receipts, gross, \$450,750; through receipts,
gross, \$450,750; total receipts, gross, \$901,500; local
receipts, net, \$155,282; through receipts, net, \$110,400;
dividend on \$10,000 a mile, local, \$1-3; dividend on
\$15,000 a mile, through, 1-10.From the above data it will be seen that the North-
ern Railway carried an average for these three years
of 170,250 tons of freight, and 110,000 passengers; the
average gross receipts being \$450,750; while the net
receipts from local traffic were \$155,282, equal to an
annual dividend of 12-5-6 per cent on a cost of \$15,000
per mile.It is remarkable and of consequence is intended
subscribers for stock of the T. G. & B. R., that the
net receipts for through traffic for the same years only
averaged \$9,107 per annum, equal to a dividend of
\$1 of one per cent, on a cost of \$15,000 per mile. This
fact clearly proves the value of local as against through
traffic.The grain, cattle, pork, goods, and passenger traffic
tributary to the first section of the Toronto, Grey &
Bruce Railway will equal, if not exceed, for the same
length of line, the local traffic of any other railway in
Canada.The following estimates of traffic from the first
section of the Toronto, Grey & Bruce Railway, are based
upon calculations on the returns made by the Municipalities,
and an intimate acquaintance with their trade
and resources:—

Passengers, 140,000	\$145,000
Cereals, 2,000,000 bushels	100,000
Flour, 50,000 lbs	15,000
General goods, 50,000 tons	150,000
Square timber, 1,000,000 cubic feet	50,000
Staves, lumber, bark, posts, &c.	10,000
Cordwood, 20,000 cords	25,000
Mails and Express	20,000

Total.....\$495,000

Allowing 60 per cent for running expenses, the net
earnings would amount to \$190,000—equal to a di-
vidend of 15 per cent on a cost of \$15,000 per mile.Allowing reasonable margin for increased cost or
less traffic (the moderate estimate of which will be
disputed), there remains the strongest reason for antici-
pating a dividend of ten per cent per annum.By the Act of Incorporation, the Company is specially
bound to carry cordwood, and to afford every necessary
facility for so doing at the specified rate of 3 cents
per cord per mile for dry wood, for all distances under
30 miles, and 2½ cents per cord per mile for all distances
over 30 miles—a rate which has been found satisfac-
tory, by the test of actual experience, on the Govern-
ment railways in New Brunswick.This condition will enhance the cost of fuel to the
Company; but the increased traffic and prosperity con-
sequent upon this trade, it is fully believed, will more
than compensate for the extra cost of fuel.The gentlemen who have promoted and borne the
preliminary expenses of this enterprise, and who de-
sire to see it carried out in good faith on sound com-
mercial principles, are resolved, in so far as their in-
fluence is equal to the task, to have this railway con-
trolled by the most respectable capitalists of Toronto
and the country on the route of the railway, who may
take stock in it; to convert their own securities and
pay cash to contractors, and not to surrender control
of the railway to contractors or bond-holders; to let
to contracts in a manner calculated to ensure the
healthiest competition; in other words, to have no
other money for the money from the turning of the first sod to the
laying of the last rail.The country on the route of the first section, with
the exception of a short distance in Caledon, is one of
the easiest for railway construction in Canada, espe-
cially the 22 or 25 miles from Orangeville to the Gara-
fraxa Road.In the Township of Caledon the country is hilly
and rolling. This portion of the route was carefully
and completely surveyed and cross-sectioned under
the auspices and by the direction of Mr. J. E. Boyd,
M. I. C. E., and Engineer for the Government of New
Brunswick, before the Company obtained their charter,
and, as anticipated, no real difficulties were en-
countered; the highest grade, with moderate cuttings,
being 65 feet to the mile. Mr. Charles Douglas Fox
examined, for the Company, the figures and the pro-
file, and, together with Mr. Boyd, gave their written
opinion that the cost of this portion, per mile, for
earth-works, would not exceed \$15,000. There are no
rock cuttings.Ballast, ties, timber for bridges, and lumber for fences,
are convenient and available at the lowest cost in
Canada, along the whole route of the first section.Every other consideration, in the first instance, will
be subordinated to the construction of a first-class per-
manent way; the best of timber bridges; deep and
good ballasting; rails to weigh 40 lbs to the yard, and
to be selected of the best quality.Arrangements are in progress which will secure to
the Company free right of way through the city, and
across, if desired, for a few miles out of the city, on
the line of the Grand Trunk, by means of a third rail;
and the disposition of the proprietors, and other cir-
cumstances along the line are so favorable, that the
whole right of way will be obtained for an amount not
exceeding \$22,000.

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Hope, or on the London and Port Stanley Railways. With a view to a just apportionment of the risks in- cidental to capital invested in Railway enterprises in Canada, it was also resolved to ask the municipalities must be benefited by the construction of the Railway, for one-third of the total cost by way of bonus or gift. This proposition of the cost has already been voted for by the first section, (excepting small sums yet obtainable,) in debentures bearing six per cent. interest, payable in 20 years—securities which are un- exceptionable and will sell at or nearly par.

Of the remaining capital, it is proposed now to offer \$325,000 to be subscribed in stock. If that or a (larger amount) be not so subscribed, bonds will be issued for the balance of about \$100,000.

Local capital to the extent of more than two-thirds of the cost of the Railway, will be security to holders of the bonds of this Company.

The interest and dividend bearing capital will not exceed \$9,000 per mile.

The Directors, although anxious, and having au- thority under their charter to make the village of Mount Forest the terminus of the first section, are unwillingly constrained to select an eligible point, nearer, on the Gairafra Road, in the Township of Arthur.

This decision may be altered, and Mount Forest made the terminus of the first section, by the Munici- palities concerned voting the amounts of bonuses, as required by the Company.

In either case the capital derivable from bonuses will be about the same per mile.

Arrangements to complete the remaining sections of the Railway through the counties of Bruce and Grey, will be prosecuted with unremitting vigor, as soon as the first section is fairly under construction.

The Gairafra Road, the greatest highway from Owen Sound, through the counties of Grey and Wel- lington, to Guelph; and the other great highway, the Elora and Saugeen Road, from Southampton, through the counties of Bruce and Wellington, ultimately uniting with the Gairafra Road, passes within from 5 to 8 miles of the proposed terminus of the first section of the Railway, to connect with which a gravel road will be built; while the Toronto and Sydenham gravel- road, from Chittsworth, intersecting the Dupluis and Collingwood road, reaches to within twelve or fifteen miles of the Orangeville station, and when com- pleted, together with the others, assures to the To- ronto, Grey & Bruce Railway the traffic of the whole heart of the North-western peninsula.

The bulk of the products of the great counties of Bruce and West Grey is shipped by water, on account of the distance from the Grand Trunk Railway, only a part being moved in the autumn, the principal portion being marketed and stored, during winter, at the ports on the shores of Lake Huron and the Georgian Bay.

At four of these points there are now stored a quarter of a million bushels, while the aggregate at all the points amounts to about 500,000 bushels.

The loss of interest on the capital thus invested, together with the proportionately lower prices paid for produce during winter in these remote districts, are serious drawbacks to their prosperity.

The distance deprives producers of the facilities af- forded by the Grand Trunk Railway, and Montreal Steamship Line for moving, in winter, produce to mar- kets, as well as of the very great advantage of Railway communication to the flourishing city of Toronto, (the best distributing point, either in winter or summer,) now the capital of Ontario.

The total area between the Grand Trunk and the Northern Railway of Canada is 6,800 square miles, of the richest and most fertile soil in Canada. The To- ronto, Grey & Bruce Railway will intersect this dis- trict, about mid-way between the two other Railways, and when completed will confer immense benefits on the people in that district, while it is quite evident that the general business which will be brought to the city of Toronto (exclusive of through traffic) will equal that brought to it by all the other Railways.

The Toronto, Grey & Bruce Railway will obtain a much larger passenger, grain, cattle, and first-class goods traffic than the Northern Railway, while the saw pine, which must be shipped to supply the ab- sence of that building material, and the export of quatu hardwood timber, saw oak, elm, cherry, &c. slaves, bark, fencing, and cordwood (fuel), will afford a very large and remunerative business to the To- ronto, Grey & Bruce Railway.

The Freestone and other stone used for building material in Toronto are now imported from Cleveland or Kingston. On the route of the T. O. & B. R. there are, near Orangeville, extensive quarries of the very best soft and hard brown and white freestone, which will be in great request for export and general city building purposes. The advantages to the Railway and Toronto, of these quarries are not yet generally appreciated.

The subjoined tables of the traffic of the Northern Railway will serve to illustrate the local business of a railway 95 miles long, through an average country in Canada.

ter, and, as anticipated, no real difficulties were en- countered; the highest grade, with moderate cuttings, being 65 feet to the mile. Mr. Charles Douglas Fox examined, for the Company, the figures and the pro- file, and, together with Mr. Boyd, gave their written opinion that the cost of this portion, per mile, for earth-works, would not exceed \$15,000. There are no rock cuttings.

Ballast, timber for bridges, and lumber for fences, are convenient and available at the lowest cost in Canada, along the whole route of the first section.

Every other consideration, in the first instance, will be subordinated to the construction of a first-class per- manent way; the best of timber bridges; deep and good ballasting; rails to weigh 40 lbs to the yard, and to be selected of the best quality.

Arrangements are in progress which will secure to the Company free right of way through the city, and across, if desired, for a few miles 'out of the city, on the line of the Grand Trunk, by means of a third rail; and the disposition of the proprietors, and other cir- cumstances along the line are so favorable, that the whole right of way will be obtained for an amount not exceeding \$25,000.

Station grounds and dockage will be had in Toron- to, either free, or for a nominal rental.

It is the desire of the Provisional Directors to have their chief Engineer appointed, with the concurrence, and subject to the approval of the Company's Consult- ing Engineers, Sir Charles Fox & Sons, who will be held responsible for the excellence of the works, econ- omy of construction, and the success here of the system of narrow gauge railways, of which they have had large experience elsewhere, and with the initiation of which in this country they are honorably identified.

On these premises the Provisional Directors appeal for stock subscriptions to the citizens of Toronto, to the municipalities, and to the business men and prop- ertors of land along the route of the railway, and to capitalists elsewhere, believing that the most cau- tious and prudent investors will find the stock of the Toronto, Grey & Bruce Railway worthy of their at- tention.

The stock books will be opened at the Company's offices, Front Street, Toronto, on the 21st April, at 10 o'clock, A.M. Forms of applications for shares can be had on application to the secretary of the railway, and to clerks of the several municipalities on the route of the railway, and from Messrs. Campbell & Cassella, and from Messrs. Blaikie & Alexander, To- ronto, and from McDougall & Davidson, Montreal.

In conjunction with the Toronto and Nipissing Railway Company, it is agreed that a member of the firm of Sir Charles Fox & Sons, Consulting Engineers, will be invited to Toronto immediately by telegraph, when active operations will be commenced.

3,000 CORDS OF TAN-BARK WANTED!

WANTED, AT THE ORANGEVILLE TAN- nery, 3,000 Cords of Tan-Bark, for which \$2.50 per cord will be paid. We only pay this price for Tan-Bark well saved, cut into four feet lengths, and piled from the sun and rain within 36 hours from peeling.—The Bark should be kept flat and bright, not curled nor much broken. Advance in Boots & Shoes will be made for one half the Bark piled in the woods, the balance will be paid when the Bark is delivered at the Tan- nery, which must not be later than the first of February next.

Persons wishing to purchase
Boots and Shoes
For cash, should inspect our stock at the Sign of the Mammoth Ox, Broadway, Orangeville.
W. CAMPBELL & SONS.
Orangeville, March 22, 1869. 12-201n.

G. W. GATES & CO'S
NEW HAND
Shuttle Sewing Machine!
FOR
Family Use & Manufacturing Purposes.
PRICE, \$25.

Reasons why you should prefer this New Machine.

It has the Four-Motion, or Drop-Feed, same as the Singer, Howe, Wheeler & Wilson, and other First-Class Machines, which is acknowledged to be the only Feed for Sewing all fabrics and doing all kinds of work. Without a good, reliable feed, a machine is comparatively worthless. It has a Self-Adjustable Yielding Pressure Foot, which will pass from the finest Cambric to the heaviest Woolen Goods. The Span (as Elastic as the most Elastic Fabric, so that it is free from liability to break in washing, iron, or wear. The same Machine runs Silk, Linen, and Spool Cotton Thread with equal facility. It uses a Shuttle of the largest size, which is a great saving of time and labor. It also comprises the following excellent qual- ities:—1. Economy of thread. 2. Beauty and excel- lence of stitch, alike on both sides. 3. Strength, firmness, and durability of seam. 4. Wide range of applications to purposes and materials. 5. Excellence of workmanship. 6. Simplicity and thoroughness of construction. 7. Noiseless movement. 8. Speed, ease of operation and management. 9. It will work as well after five years of constant use, as on the day when purchased. 10. It has been awarded the highest premium wherever exhibited. Every Machine war- ranted or no sale.

LEWIS BROWN,
Agent for Orangeville.
Orangeville, April 21, 1868. No. 16, ft.

HORSE FOR SALE.
Apply to
C. J. WHELOCK,
Orangeville.
April 25, 1869.

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TORONTO, GREY & BRUCE RAILWAY.

UNYANING success seems to attend the promoters of this important line of railway. In 1867 they commenced the agitation for the construction of the road, and though violently opposed in the Legislature and in the country, they succeeded before the close of 1868 in getting sufficient support granted by the municipalities interested to secure the construction of the first section of the line between Toronto and Arthur. In addition to the bonuses granted on this section, \$300,000 of subscribed capital was required, and shares to this amount were issued and placed on the market a few weeks ago, and all but \$80,000 worth have been taken up by the capitalists of Toronto. Constructed cheaply, managed economically, and commanding the undivided traffic of a large and populous district, the Toronto, Grey & Bruce Railway stock will prove a profitable and safe investment. The road would have paid as a commercial speculation if built altogether on dividend bearing capital; but which the value of the stock is enhanced by nearly an equal amount of bonus, it can hardly fail to pay fifteen or twenty per cent on its subscribed stock. Under these circumstances it is not surprising that the stock is taken up rapidly.

There is one feature in the undertaking which renders it popular with the country, and which ensures economy in its construction and management: it will be built with native, not foreign, capital; and its proprietors will be spectators of its management, and not liable to be misled by the reports of interested and sometimes dishonest agents. It is very important to have railway stock held in the country where the railway is built; its earnings are not then drawn away to enrich foreign capitalists, but return to the people who use the railway through various investments, and the ordinary channels of trade; and, above all, it gives those interested in the country, control over its great commercial highways. This is an advantage of such paramount importance to the well-being of the country, that we would rather dispense with a railway for some years, if home capital could then be obtained for its construction, than accept one ready made under the control of foreigners. To realize the full benefit of a long line of railway, however, it is not even enough that it should be constructed with native capital, but its stock should be held along its entire length and not exclusively by any one place or locality. All interested would then be equally well served by the road, as all would equally control its management and direction.

For this reason we do not like to see the merchants of Toronto taking up all the stock of the Toronto, Grey & Bruce Railway; as the agricultural and manufacturing classes along the railway have interests in some respects antagonistic to theirs, and ought to have a voice in the management of the railway. An opportunity, it was said, would be given them to subscribe to the stock, and applications in blank were to be sent to convenient points along the line, which they could fill to any amount they deemed and return; but up to the present time no such opportunity has been given them to subscribe to the capital. We hope that in this respect, as in others, the promoters of the line will make good their professions. The rural municipalities, liberally granted their proportion of the bonus; they should have an opportunity also to subscribe to the stock.

It is impossible to state, definitely, when work will be commenced on the line; but we have the assurance of the Provisional Directors, that Mr. C. D. Fox, an eminent Engineer of London, England, and Mr. Christie, Surveyor-General, on Mr. Phil's staff, in Norway, are on their way to Canada; for the purpose of superintending the location and construction of the road, and that before the 1st of August an efficient staff of Engineers will be at work along the line, and will be soon followed by the pick and shovel. This is cheering intelligence. With the energy and depth that have so far characterized the promoters of the undertaking, there is no reason why the iron horse should not reach Orangeville before the 1st of January, 1870.

Orangeville and Vicinity.

Mrs. Robertson & Worsington advertise in the Hamilton papers for tenders for portions of the work, including station buildings, &c., on the railroad from Guelph to Elora and Fergus.

Donation Day will be celebrated with great enthusiasm in Erin on the 1st of July. Over \$100 will be awarded in prizes to successful competitors in various athletic games and sports. In the evening there will be a grand display of fireworks.

T. G. & B. RAILWAY.—The Directors of the Toronto, Grey & Bruce Railway will hold a public meeting at Middleton's Hall, Orangeville, on Tuesday the 15th of June, at 7 o'clock p. m. when business great of importance connected with the immediate construction of the railway will be discussed. We hope to see the Townships of Mono, Caledon, East Garamara and Amaranth well represented at the meeting.

DONATION DAY is to be observed as a holiday in Orangeville. A subscription list has been opened, and a large sum has been subscribed, which will be awarded in prizes to competitors in the various games and sports. The programme for the day includes horse-racing, running, jumping, rope-walking, and various other athletic games. Altogether, we think Orangeville will be the grand center for sport on the 1st of July, for the adjoining municipalities, and we would advise all to make arrangements to witness them.

A DESTRUCTIVE FIRE took place in Acton Sunday night which consumed five houses and some outbuildings, also one span of horses. The principal losses are: Thus, Ebbage, dwelling house and grocery, loss, about \$400; James Bell, span of horses, value, about \$250; Charles Weiger, tea shop, loss, about \$200; Mrs. Fearnley, household furniture, &c., loss not yet known. No insurance on any of the property. It was with much difficulty that Mrs. Matthews' property was saved. The cause of the fire is not known. Subscription lists were in circulation on Monday morning in aid of the sufferers.

A PICNIC under the auspices of the ladies of the congregation of St. Paul's Church, will be held in a beautiful Grove on Mr. Lavery's farm, Lot No. 20 Con. 7, E. H. St., Mono, on Saturday, the 19th inst., the proceeds of which will be applied toward the erection of a shed to the Church. Appropriate addresses will be delivered by Revs. A. Henderson, J. McCleary, R. Cleary and others. A Choir will be present to collect the proceedings at intervals, with select music. Swings will be erected on the grounds by the Managing Committee, and no pains or expense will be spared to render the entertainment agreeable and profitable to all who may attend.

News of the Week.

CANADA

Tipperary Jack is operating in Ingersoll.

The Canadian Bank of Commerce has declared a dividend for the current half year, of four per cent.

Waddell McFarland, postmaster, Rosette, was drowned last Thursday in the river Clyde.

Mrs. Alexander, of Millbank, recently had her leg broken by being thrown out of her buggy.

James Landaja, of Arthur, while engaged in farm-work was pitched out of a wagon and run over. He is recovering.

Prescott intends to celebrate Dominion Day with enthusiasm, and has collected already nearly \$450 toward the expense.

Mr. Justice John Wilson died at his residence, Westminster, at 9 o'clock on Thursday morning. The funeral took place on Friday.

The salt works at Guelph are being

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NEW ADVERTISEMENTS THIS WEEK.

Board of Public Instruction—A. D. Foulds.
Farm for sale—G. Manning.
Cottage for sale—Mowat & Reape—R. H. Allen.



All Extraneous Error, and the Truthful Between

Orangeville, June 17, 1869

THE WESLEYAN CONFERENCE.

THE late Wesleyan Methodist Conference, held in the City of Toronto, appears to have been of special interest and importance. About four hundred ministers were in attendance. Fifteen young men were ordained; to the full work of the Ministry; and forty-five were received on trial for the same work. The Rev. John Wilson, having severed his connection with the M. E. Church, was cordially received in the Conference. The net increase in the membership of the Church for the past year is 2,150. The visit of the Rev. W. F. Clarke, as a deputation from the Congregational Union, formed a very pleasing episode. The ministrations of the eloquent President, Rev. W. Morley Pussell, M.A., attracted vast crowds, so that the large Richmond street church was densely thronged—literally packed—both on Friday evening and Sunday morning.

The Rev. H. L. Tucker, of this Village, has been appointed to the town of Bath, in the Kingston District; and the Rev. Thos. S. Howard, of Cooksville, succeeds him here, with Mr. Scott continued as his colleague.

TORONTO, GREY & BRUCE RAILWAY.

THE subscriptions to the Toronto, Grey and Bruce Railway Stock Book show clearly that a new and vigorous generation of mercantile men lead, and handsomely lead, the destiny of the "Queen City."

We miss the names of most of the Old Family Compact, and of the great contractors that rose from obscurity and poverty on the vast and corrupt jobbery perpetrated in the construction of the Grand Trunk. While some of the oldest and wealthiest wholesale houses are either not subscribers, or meager figures testify to failing fortunes, or worse, a sordidness of spirit, in great contrast to these is the splendid liberality of such men as Gooderham & Worts, Gordon & McKay, McMaster & Brother, Walker & Sons, Shedden, and H. S. Howland, all down for ten thousand dollars each! We note with pleasure such subscriptions as John McDonald's, Thomson's and Burns, Noah Barnhart's, Rice Lewis's, George Brown's, Capt. Dick's, (Queen's Hotel), and others, for five thousand dollars each.

We believe the stock will pay; yet we know business men require all their capital, and sometimes all their credit, and that these and many other subscriptions on the stock list are there more in obedience to a generous public spirit and pride in identifying their names with the prosperity of the Queen City and the country, than for any possible gain on their investments.

We hope and believe that public favor will follow this wise liberality, and that those who live by themselves, and for themselves, will be able to dispense with the kindly sympathies, business patronage, and popular favor of those who live along the line of this railway. The country is taking quiet notice of what is going on, and looks forward with hope to the men of Toronto for a speedy solution, in conjunction with the government, of the great problem of the day—the opening up of communication with the North-West. We trust that the Toronto organization having that question in hand will persevere with the same skill and courage manifested by it in the prosecution of this minor railway enterprise.

ment—among them the representatives of North Wellington and Cardwell—voted against the subsidy to Nova Scotia on Friday night; but it was, nevertheless, carried by a vote of 95 to 57. The vote of Ontario was 32 for, and 37 against the subsidy.

RAILWAY MEETINGS.

LABOR and influential railway meetings were held at Orangeville, Mono Mills, and Charleston on Tuesday and Wednesday, for the purpose of affording the freeholders and capitalists of these places an opportunity of taking stock in the Toronto, Grey & Bruce Railway. The meetings were addressed by a deputation from Toronto, consisting of John Gordon, A. R. McMaster, N. Barnhart, G. Hague, and G. Laidlaw, Esqs., whose encouraging assurances respecting the early commencement and rapid completion of the railway were received with great enthusiasm. Nearly all the stock required for the construction of the first section has been taken up in Toronto; but the directors, in accordance with their pledges to the country, reserved about \$70,000 to be subscribed by capitalists along the line of the railway. If this sum were not taken up in eight or ten days, no difficulty would be experienced in disposing of the shares in Toronto. There was no doubt the stock would prove a profitable investment, and the best guarantee that could be given of the prudent and economical management of the railway, after its construction, was, that it would be under the immediate supervision of the stock-holders. Surgeons were locating the line between Orangeville and Arthur, and between Weston and Albion, and in a few weeks the whole of the first section would be under construction. After these explanations, a considerable amount of stock was taken up, and committees appointed to canvass the municipalities of Orangeville, Mono, Caledon, and Amaranth, so as to secure as many stock-holders as possible from the country. As an instance of the confidence of the country in the scheme, and the liberality with which the proposition of the Directors for subscription is responded to, we may state that the Rev. A. Lewis, of Mono Mills, took up shares to the value of \$1,000.

Sir Charles Fox, an eminent Engineer of London, will soon arrive in Canada from England to make arrangements for the construction of the road, so that before many weeks elapse, we may reasonably expect to see the railway through this fine section of country commenced.

Orangeville and Vicinity.

THE GOOD TEMPLARS, of Caledon, intend holding a Grand Temperance Demonstration at Charleston on the 1st of July. Arrangements for a splendid entertainment are being made by an influential committee.

DOMINION DAY will be celebrated with great enthusiasm in Orangeville. A large sum of money has been subscribed toward the celebration, and a most inviting programme of amusements for the day has been published. Liberal prizes are offered for competition in the various games and sports. A large sum has also been appropriated for fireworks. The list of amusements contains all the popular sports and games, and extensive preparations for a grand celebration have been made.

THE CROPS in Amaranth, Luther and Garafraxa a very promising. A correspondent, who has just returned from a trip through these townships, says that he has seen as good fall wheat as a farmer could wish for; and that the breadth sown is not large. "It is," he adds, "a foolish idea to suppose that fall wheat is more liable to be injured by frosts in June than spring wheat; and in a few years, I think more fall wheat than spring will be grown west of Huron Street."

AN ANCIENT DOCUMENT.—The Orangeville Advertiser published last week in the shape of a SUPPLEMENT what pur-

glory.

OS June 24 1869

TORONTO, GREY & BRUCE RAILWAY.

A DEPUTATION, consisting of Messrs. J. Gordon, R. W. Elliott, G. Hague, and G. Laidlaw, addressed the Council of the County of Bruce at Walkerton on Friday, in favor of the Toronto, Grey & Bruce Railway. The deputation was well received, and its exposition of the prospects of the railway, deemed highly satisfactory. The project was received with great favor, and assurances of support were given by the Council on the railway reaching the borders of the County.

A deputation consisting of Messrs. A. Brown, D. Robertson, J. O'Reilly and D. Erskine, from Hamilton, sought a bonus of \$350,000 for the Wellington, Grey & Bruce Railway, but their proposition was not entertained by the Council. This project has lost the confidence of the people of Bruce on account of frequent changes in the route, and the inability of its promoters to redeem their pledges to the municipalities.

THE IRISH CHURCH.

THE IRISH CHURCH BILL was read a