

BLUEVALE.

RAILWAY.—The narrow Gaugers, (who are very strong in this part) have been greatly aroused by the speech recently delivered at Leechville, by Wm. T. Hays, Esq., M. P. P., who denounced the narrow gauge in very severe terms, calling it an "Indian Rubber affair," a "humbug," and a "swindle." It is a prevailing opinion that unless the said M. P. P. changes his tactics upon this subject, before the next election, he will find himself *minus*, in these Townships, or as an influential Conservative said the other day: "The Hon. Gentleman will find that the electors have got 'brass backs' that will not scratch."

RENOWN.—The equanimity of some of our villagers, has been disturbed during the past week by the sudden exit of two persons, who resided in this locality, for parts unknown; but have left behind them their debts, to console those who remain. The name of one of these is Wm. Styles, who is supposed to have emigrated to U. S. Dominions, taking along with him, his wife, but leaving behind, two small children to be supported by their grand parents, who, as far as we can learn, are scarcely able to support themselves. Quite a large number have been victimized by the above gentlemen (?)

MORRIS.

CONCERT.—The beginning of the present Winter, the young people, in the vicinity of the School House, in School Section No. 9, formed themselves into a class for obtaining instructions in music, and were fortunate enough to secure the services of Prof. Orr, as teacher. On Wednesday evening, 23rd. inst., they gave an entertainment, in the school house, which they, very modestly denominated a "Social;" but with much greater propriety, it might be called a "Concert." The School House was tastefully decorated with evergreens, and nicely fitted up for the occasion. About 7 o'clock the audience began to gather, which continued until the house was well filled. The ladies—provident creatures, that they are—brought baskets heavily laden with the substantial and luxuries of life. As a pure matter of gallantry, the gentlemen, with the assistance of all others present, immediately set themselves to work to lighten them of their burdens, which efforts were attended with results; mutually satisfactory. The class was now ranged, and singing commenced; Glee, Dialogues, Songs and Recitations alternating till a late hour. The manner, in which the singing was done, reflects great credit upon the teacher. The deafening applause that attended each effort, was unmistakable evidence of the appreciation of the same. By common consent, it was determined that too much could scarcely be said in favor of Mr. Orr, as a teacher of vocal music.

WROXETER.

Red River.—Quite a number of our villagers are preparing to start for Red River as soon as Spring opens. Some also, are getting ready to go to California and other far-away places.

RAILWAY MATTERS.—We hear very little of the railway subject, at present. Surely this is not a sign that it is losing its interest, to the people of this vicinity. We are sorry to note that only a few of the schedules sent to the different Municipalities, have been filled and sent in. When our Township Officials know that the information asked for, in those schedules, is necessary, before active steps can be taken, they surely should not delay long in getting them in.

MONTHLY FAIR.—The second Monthly Fair was held on Monday, 23rd March, and so far as we know, was highly successful. The

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EXPOSTOR
1 APRIL 1870

tribe of half-breed buffalo hunters, who joined Riel, the insurgent leader at Red River. They number seven hundred.

THE TRAMWAY DEBT.

"THE TRAMWAY DEBT" is one of the subjects that gives *The Advertiser* considerable uneasiness. It says, "The clique has saddled a debt of \$1,000 on Orangeville, for which not \$1 of value has been received," and further on it characterizes it as "a swindle" and a "robbery." Upon this question, as on all others, *The Advertiser* is at sea. It is true that \$1,000 in debentures were issued to aid the construction of the Tramway, but it was not the work of a clique; but the free-will offering of the people, who elected a Council by acclamation, pledged to aid the undertaking with the issue of \$10,000 in debentures. A portion of the line was built, and a part of the \$1,000 issued expended, on the work, when the Toronto, Grey & Bruce Railway rendering the further prosecution of the work unnecessary, the expenditure ceased, and the enterprise was abandoned. That any injustice has resulted to the ratepayers of Orangeville from the issue of the debentures, or to any other person, is untrue; on the contrary, it effected a direct saving of \$3,000 to them; the Toronto, Grey & Bruce Railway Company having reduced their assessment from \$18,000 to \$15,000, in consideration of the Tramway Company abandoning its claim to the \$9,000 due it. Nor is this all; the Tramway Company and the "clique" who supported it, so far from "neglecting the public interest," received a bond from the Toronto, Grey & Bruce Railway Company for \$1,200, to indemnify the Tramway Company and the Corporation of Orangeville, the claim to be payable in 2 years from the date of the instrument. In addition to this the Tramway Company have in the hands of Mr. R. Church, its Treasurer, about \$600, and hold therefor the Treasurer's bond, and the bonds of two freeholders of Caledon. This sum will be returned, with the indemnity to be paid by the Toronto, Grey & Bruce Railway Company, and the affairs of the Tramway Company will be satisfactorily wound up. So far, then, from Orangeville being a loser by the Tramway Debt, it is the gainer by \$3,000. But to whom are the ratepayers of Orangeville indebted for all this? To the splenetic croaker of *The Advertiser* for "the clique" who worked with honest zeal and unceasing effort first to secure an outlet for the produce of the country, and augment its prosperity, and next, when their place was taken by a more powerful company, to protect the interest of Orangeville, and those associated with them in the enterprise? While the "clique" was effecting all this, it had to withstand the taunts of grumblers, who, too narrow-minded to enter into any progressive movement, obstructed the efforts of others; and now, when the objects of the promoters of the Tramway are better understood in the country, when the importance of their enterprise is better known, and their disinterested labors better appreciated, they can afford to listen with unflinching temper to the silly croakings of *The Advertiser*. If men ever received the warm expressions of a benefited community, the promoters of the Tramway are entitled to it from the people of Orangeville and the surrounding country. They did all in their power to secure the advantages of easy communication; and they commenced and carried on, at their own expense, an agitation which has facilitated the construction of a railway. We do not believe that the spiteful abstractions of *The Advertiser* can tarnish their reputation.

VOTE BY BALLOT.

OUR ENGLISH PAPERS bring full details for the entertainment with an additional order for the supply of as many revolvers as there were invited guests.

for the entertainment with an additional order for the supply of as many revolvers as there were invited guests.

In Scotland, owing to the difference of laws, and, as it is alleged, to the greater independence and intelligence of the voters, the necessity for the protection of the ballot does not prevail to anything like the same extent. Yet its adoption in that country is also recommended. One will be surprised, perhaps, to learn that in the English county constituencies, but little laudible coercion has been established; but in the boroughs bribery and terrorism prevail to an almost incredible degree.

The gist of the debate and the report of the special committee seem clearly to establish the fact that, under the present system of open voting in the mother country, anything like real freedom of election does not exist. In its stead is substituted a shameless fraud, the prevailing bribery and corruption being so palpable and general as to have struck at the roots of the expression of free opinion.

It would appear that nothing but extreme measures can reach this evil, and indications seem to show that parliament is nearly prepared to eradicate it by the adoption of the vote by ballot. The successful working of this principle under all the excitements of a presidential election in the States was much dwelt on by the advocates of the change proposed, and its efficacy in Australia and other countries was also shown. The report of the committee winds up in these words: "We are, on the whole, of opinion that the ballot possesses many great advantages, and that the weight of evidence leads to the conclusion that this change in the mode of voting would not only promote the tranquillity both of municipal and parliamentary elections, but would also protect voters from undue influence and introduce into elections a greater degree of freedom and purity than is secured under the present system."

Orangeville and Vicinity.

The advertisement of Mr. J. Lindsay, of Orangeville, announcing the arrival of his spring and summer stock of dry goods, &c., will appear next week.

Mr. F. Lewis, of Orangeville, has lately received a large addition to his immense stock of dry goods, ready-made clothing, &c. Full particulars will be given in his advertisement next week.

Miss T. Dwyer is about to open a Junior School on First Street in a few days. She is a thorough and efficient teacher, and as the number of pupils to be received is limited, those who wish to place their children under her care should apply at once.

THE MUNICIPALITIES interested in the extension of the Toronto, Grey & Bruce Railway from Mount Forest to Owen Sound, have resolved to grant a bonus of \$500,000 in aid of the undertaking.

MR. WIN HAND has succeeded Mr. A. Lemoine as landlord of the "Dominion House" Broadway, which he has comfortably furnished and fitted up for the entertainment of guests. Mr. Hand is a most obliging and gentlemanly host, and under his management, "Dominion House" will lose none of its popularity for "good cheer" and "exquisite entertainment."

OBITUARY.—Public sympathy has been deeply felt and widely expressed for the sad affliction which has visited Mr. G. Leslie, the Postmaster at Orangeville. After a few hours' illness, his wife passed away unexpectedly on Thursday.

Superintendent.

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TORONTO, GREY & BRUCE RAILWAY.

MUCH PROGRESS has been made in the construction of this railway, and the most ample preparations are being made for prosecuting the work with increased vigor and energy during the spring and summer months. All the ties and timber required for the line have been laid on the ground, the abutments of the heavy bridges on the first section have been erected, and a considerable portion of the line in Albion and Caledon has been graded. All the men who can be advantageously employed on deep cuttings, are at work on the first, second and third sections, and with the close of the rainy season there will probably be over 2,000 men at work with pick and shovel. From Mr. R. R. McLennan, who has charge of the second section, we learn, that as soon as the weather permits, a force of 500 men and 50 teams will be employed excavating and grading the line in Caledon; while Mr. T. McDowell, who has charge of the third section, will have over 300 men and several teams grading the line through Amaranth and Luther. Grading on this sec-

GOOD FRIDAY was observed as a general holiday in Orangeville, all business being suspended. The weather being fine, the streets were thronged with people during the day.

THE WEATHER this week has been wet and disagreeable, and the roads are now in a very muddy condition, but as the snow had mostly gone off before the rain, no heavy freshets have occurred.

MR. JOHN BROWN, an old resident of Amaranth, was drowned at Sing's Dam, Meaford, on Wednesday, the 16th of April, while engaged with lumbermen floating timber down the river. The body has not been recovered.

THE DISAPPEARANCE of the snow has brought to light a vast accumulation of dirt and rubbish, hidden from the view during the winter, and the north side of Broadway, particularly, presents a very filthy appearance. The Village Fathers should see to its removal, and take measures to prevent such deposits being left on the streets and sidewalks in the future.

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21 APRIL 1870

THE SUN, ORANGEVILLE, ONTARIO

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John Stone slept, in his great exhaustion, as soundly and softly as a baby—slept, sitting as he was, for no doubt his military life had accustomed him to go to sleep anyhow, anywhere. He scarcely moved from his original posture, but just let his head fall against the high settle; while his hands, thin and yellow, dropped upon each knee, and then curled up, drawisly, like a baby's hand. His forehead lost its knotted wrinkles, and if one

tion was commenced at Orangeville on Wednesday. All along the line is bus- tie and activity, and if labor and capital can accomplish it, there is a fixed deter- mination to have the whole line between Weston and Arthur completed in time to move this year's crop.

A STATEMENT just published shows the receipts and expenditure of the Do- minion for the eight months from the

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THE TORONTO, GRAY AND BRUCE RAILWAY.

THE PROGRESS OF THE WORK.

Two years ago the idea of the construction of the Toronto, Gray and Bruce Railway was regarded by many as altogether chimerical, or at all events the construction of such a road was looked upon as a matter that would require many years' agitation and labour before it would be consummated. There were so many difficulties to be overcome—the want of money—the lukewarmness of many of the people along the route—the novelty of the scheme proposed—all combined to make the undertaking a difficult one. But the right men had taken up the matter, and from its very inception the most indomitable perseverance has been manifested in pushing the scheme, until now the present year promises fair to see the whole scheme completed, at least as much of it as is at present contemplated to complete.

The work of constructing the line was commenced last November, under Mr. Shady, and though during the winter many obstacles existed to hinder any very active operations, yet during the winter months a large amount of work had been accomplished.

Since the commencement of operations, from one to two hundred men have been constantly at work, and the result is that between Weston and Orangeville, most of the cuttings have been dug—so good many bridges have been constructed, or partially so; large quantities of timber have been hauled, and the line totally cleared and graded—showing that Mr. Shady has not been idle since November. Nor has the work been merely confined to the clearing and grading of the road, but the labour has been still further utilized. The lumber cut down in the course of operation has been drawn into the line, fence posts and fencing, and the result is that already fifty miles of line, thirty miles of fence posts, and twenty miles of fencing have not only been prepared, but have been distributed along the route, so that everything is in readiness to begin active operations. Nor does the contractor seem at all inclined to dally with the work. Next month he purports to engage five hundred men more than he has at present, and in the month of July it is calculated that another thousand men will be set to work upon the line. These figures are gratifying in two respects. In the first place it indicates that the line will be completed at the earliest possible moment, and in the second place it gives encouragement to the emigrants who are about to crowd to our shores that there will be work ready for them on their arrival here. Of course the principal demand will be for labourers who can do a good day's navvy-work, but besides these there will be a large number of carpenters, bridge makers, truck makers, &c., required to carry out the operations. Since the work commenced the contractor has been paying in wages something like \$17,000 a month, but when operations are in full swing in the course of a month or two, the monthly payments will be ten times more.

The greatest work on the line, and the most expensive, will be the bridge across the Humber at Woodbridge. In spring the Humber generally rises to a great height, and scarcely a season passes without one or more bridges being swept away. This season four have already yielded to the floods—so that much care is necessary in the building of a railway bridge across the river, to make it as substantial and secure as it can possibly be made. At first it was proposed to construct the bridge of the Toronto, Gray and Bruce Railway entirely of truss work; but after consideration the conclusion was arrived at to build stone piers, and construct the bridge of truss work. Some of these piers are already completed and immediately the construction of the whole bridge will be undertaken. The bridge will be three hundred and thirty-five feet in length, and will be built in the most substantial manner.

One great objection raised against the proposed route of the Toronto, Gray & Bruce

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21 APRIL 1870

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One great objection raised against the proposed route of the Toronto, Grey & Bruce Railway was what are termed the Coldest Mountains. According to some there were supposed to form an insuperable barrier; and, according to others if they could be got over at all, the cuttings would be of such enormous depth that they would swallow up the whole funds of the Company. But happily, things have turned out differently. A line has been laid upon so favourable to the undertaking, that in no place will the excavations exceed twenty thousand cubic feet to the mile, nor in any part of the route will the gradient exceed one in fifty feet. But some have said one in fifty is too much for a narrow gauge railway, and with such a gradient it will be impossible to get up the hill at all. But facts are against this theory. In Norway there is a grade of one in forty-two for three miles at a stretch, and in Queensland there is a grade of one in fifty for fifteen miles at a stretch, and in neither of these has any difficulty ever been felt in carrying on the traffic undisturbedly and safely, (and when speaking of safety, it may be mentioned that though the Norway line has been in operation seven years, and the Queensland line three years, not a single accident of any kind has ever occurred on either of them,) so that the Coldest mountains have not by any means proved the great obstruction it was prognosticated they would be.

The construction of the rolling stock is being proceeded with as vigorously as the construction of the road. Already two locomotives have been built at Bristol, and are now on their way to Canada, and a third is in course of construction. The President and Mr. Laidlaw are now in England purchasing rails which will be shipped without delay. The tenders for the cars were to be opened yesterday.

Respecting the cars, a considerable amount of misconception is prevalent. The term (narrow gauge) has led many to believe that the cars will be thin, narrow things capable of holding almost nothing at all. But this is altogether a mistake. The cars will be only one foot narrower than the ordinary car; that is eight feet instead of nine, so that the difference is very little after all, whilst the loss of width is in a great measure compensated for by the fact that the narrow gauge car will weigh fully three tons less than that of the broad gauge, a consideration of very material importance in the hauling of a train. The cars will be thirty-one feet in length.

The box cars will differ very materially from those of the broad gauge, inasmuch as the former are constructed to hold only one-half the quantity of the latter—that is fifty barrels in place of a hundred, or a hundred and eighty bushels instead of three hundred and sixty. Of course they could have been constructed so as to carry a larger proportion; but it was thought advisable to make the ratio a half so as to facilitate business; and dealers generally will see the propriety of the arrangement.

Owing to the difference of width the arrangements of the passenger cars are considerably modified. The thing is somewhat difficult to describe without a plan, but then it may be illustrated thus—On entering the car on the right are seats, each capable of accommodating two passengers; on the left are seats for one. Half way down the arrangement is altered—the seats for two are on the left, and those for one on the right, and at the point where the alteration occurs a space is left for the stove. The arrangement is exceedingly ingenious, and will not produce the slightest inconvenience.

According to the terms of the contract the line will be completed and in running order to Bolton by the 5th month of July, and there is every promise that the terms of the contract will be implemented; and the Directors are confident that the line will be so advanced that the people of Orangeville will be able to travel on the Toronto, Grey and Bruce Railway to Toronto to see the Provincial Exhibition next fall. There is every prospect of the whole line being laid and in running order before the 31st of December, 1870, and if their anticipations are realized their success will be something new in the Railway history of Canada.

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21 APRIL 1870

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The Rival Railways.

Our lively and enterprising contemporary, the *Hamilton Spectator*, thus discourteously respecting the rival railways to Grey and Bruce:—

"The charter of the Toronto, Grey and Bruce Road, and the amended charter of the Wellington, Grey and Bruce, were passed within four days of each other, in the year 1868. Since that time the W., G. and B. have constructed sixteen miles of their road, and their rivals have not constructed a single mile. . . . The Wellington, Grey and Bruce Road is now within twelve miles of the borders of their township. The narrow-gauge company will have to construct fifty miles of their road before they reach the same point. The W., G. and B. Co. have no formidable engineering difficulties to impede their way; the narrow-gaugers have yet to ascend the Caledon Hills, the most formidable engineering difficulty which stands in the way of railway progress in this section of the country."

It is about time to cease telling us about those sixteen miles of the Wellington Road. We were told six months ago that that portion of the road was constructed, and we are told now that it is constructed, while the fact of the matter is, it is only partially constructed. But even if every foot of those sixteen miles was built, the Committee could not, under present circumstances, build one foot more. They have been three years making sixteen miles, and they are even now before the people of Minto and Maryboro, asking for a re vote of the bonuses granted three years ago. That the people of those townships will grant the request is exceedingly doubtful; and should they refuse to grant it, that will be the end of the Wellington, Grey and Bruce Railway.

Our lively and enterprising contemporary errs slightly in stating that the Toronto Company "have not constructed a single mile." It knows just as well as we know, that the first section of the road—extending over a distance of ninety miles—has been under contract for several months, that hundreds of men are engaged along it, that a great deal of work has been done, that the contractor is a capable and competent man, that the Company have in hand all the money required, and that the contractor is bound to have the work finished by November next. The *Spectator* knows all this, and yet it persists in telling the five hundred and odd old fogies who go to sleep over its soporific columns every morning, that the Toronto Company have done nothing. They have done just sufficient to warrant us in predicting that, while the locomotives will be running over our road regularly, between Toronto and the County of Grey, the Hamilton Company will be where they are to-day—stuck in the mud between Guelph and Fergus.

All this talk about the "formidable engineering difficulty" which is presented in the Hills of Caledon, is mere bosh. Already the difficulty has been practically overcome. The road is even now partially made through those hills. The man who has undertaken to construct the Hoosier tunnel, is not likely to stop at such a trifle as the Caledon Hills.

We can tell our lively and enterprising contemporary that the Toronto Grey and Bruce Company to-day occupy a better position than they ever before occupied; and we can tell it also that that position is constantly improving. In proof of this we need only refer to the fact that the County Council of Grey have, within the last few days, offered the Company a bonus of \$300,000 for the extension of the road through that County to Owen Sound. This handsome offer was made by the Council without any solicitation on the part of the Company. The people of Grey and Bruce, and the people of the country generally, for that matter, have the utmost confidence in the Company; and are perfectly satisfied that they are both able and determined to fully complete the great undertaking in which they are engaged. It is too late in the day for their opponents to think of injuring them. They have overcome every obstacle, they have fought down all opposition, and their road is now as good as completed. *Telegraph.*

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21 Apr 1870

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T. G. & B. R. R.—A very large meet-
ing in the interests of the Toronto-Grey
and Bruce Railway was held at Wrox-
eter on the 21st inst., Alderman Dickey
and Noah Barnhart attended on behalf
of the Company.

The Owen Sound Times says:—Navi-
gation may now be considered fairly
opened for the season. The first arrival
was the schooner Maple Leaf from Col-
ingwood on Saturday. The first depar-

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28 APRIL 1870



Owen Sound Advertiser

Owen Sound, April 28th. 1870.

THE RAILWAY.

Underneath will be found the answer of the Board of the T. Gr. & B. Railway to the offer of the Warden and the gentlemen who accompanied him on his mission. Amid the studied politeness of the letter there is abundant evidence that the Company is in no hurry to extend the line through the County of Grey. The offer of \$300,000 is certainly a handsome one, but, like many other offers, it comes too late. There was a time when such an offer would have bound the Company to any condition. But at that time pragmatical jack-daws, like Hopkins, could not be induced to act. It is pleasant to see retributive justice in this world. It is pleasant to see the County of Grey sue and beg, where it could once have commanded.

OFFICE OF THE TORONTO, GREY & BRUCE RAILWAY COMPANY.

Toronto, 21st April, 1870.

S. J. LANE, Esq., OWEN SOUND,

DEAR SIR.—The Board met to-day, and had under consideration the offer made by yourself, Dr. McGregor, and Mr. Hopkins on behalf of the Reeves and Deputy-Reeves of the County of Grey, to obtain for this Company a County Bonus from Grey of \$300,000, provided this Company would undertake at once to extend their line from Arthur or Mount Forest to Owen Sound.

The Board, while acknowledging the public spirit on the part of the representatives of the County, which led to the offer being made, and while admitting the importance and necessity of ultimately extending the line through Grey, as originally intended, feel that it is difficult, if not impossible, for them as at present constituted—the President and two leading Directors being away in England on the business of the Company, and a bare quorum of the Board only available—to come to any definite decision on the matter. They feel that the offer is one requiring serious consideration, and think it would be desirable, if possible, to let the matter remain in abeyance, at any rate until the return of the absent members of the Board from England. They feel the more encouraged to ask this, as in no case could the work of construction through the County

be proceeded with at once, and therefore no time would be lost by a short delay. It is felt that in such an important matter as the present, without the sanction of the whole Board, it would not be advisable to depart from the terms of the understanding arrived at some time ago on the subject, and which was communicated by the President of this Company to the representatives of the County, at the meeting held in Durham in January last, during the sitting of the County Council there.

The Board hopes that you and the other gentlemen of your County, interested in the extension of our line through Grey, will understand that it is the earnest desire of the Board to carry out its original intention of the Company, and at the earliest possible moment run their line through to Owen Sound, to accomplish which no effort will be spared on their part.

I am, dear Sir,

Yours truly,

A. R. McMaster.

Vice-President.

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Two years ago the idea of the construction of the Toronto, Grey and Bruce Railway was regarded by many as altogether chimerical or at all events the construction of such a road was looked upon as a matter that would require many years' agitation. There were so many difficulties to be overcome—the want of money, the lukewarmness of many of the people along the route—and the poverty of the gauge proposed—all combined to make the undertaking a difficult one. But the right man had taken up the matter, and from his very inception the most instantiable perseverance has been manifested in pushing the scheme, until now the present year promises fair to see the whole scheme completed, at least on such of it as is at present contemplated to complete.

The work of constructing the line was commenced last November, under Mr. Shanley, and though during the winter many obstacles existed to hinder any very active operations yet during the winter season a large amount of work has been accomplished.

Since the commencement of operations from one to two hundred men have been constantly at work, and the result is that, between Weston and Orangeville, most of the cuttings have been dug—a good many bridges have been constructed or partially so; large quantities of timber have been hauled, and the line totally cleared and graded—showing that Mr. Shanley has not been idle since November. Nor has the work been merely confined to the clearing and grading of the road, but the labor has been still further utilized. The timber cut down in the course of operation has been dressed into fence posts, and fencing, and the result is that already fifty miles of ties, thirty miles of fence posts, and twenty miles of fencing have not only been prepared, but have been distributed along the route, so that everything is in readiness to begin active operations. Nor does the contractor seem at all inclined to delay the work. Next month he proposes to engage five hundred men more than he has at present, and in the month of July it is calculated that another thousand men will be set to work upon the line. These figures are gratifying in two respects. In the first place it indicates that the line will be completed in the earliest possible moment, and in the second place it gives encouragement to the emigrants who are about to crowd to our shores that there will be work ready for them on their arrival here. Of course the principal demand will be for laborers who can do a good day's mowing, but besides these there will be a large number of carpenters, bridge makers, truck makers, &c., required to carry out the operation. Since the work commenced the contractor has been paying something like \$17,000 a month, but when operations are in full swing in the course of a month or two, the monthly payments will be ten times more.

The greatest work on the line and the most expensive will be the bridge across the River at Woodbridge. In spring the River generally rises to a great height, and scarcely a dozen paces without one or more bridges being swept away. This season four have already yielded to the floods—so that much care is necessary in the building of a railway bridge across the river to make it as substantial and secure as it can possibly be made. At that it was proposed to construct the bridge of the Toronto, Grey and Bruce Railway entirely of timber work, but after consideration the conclusion was arrived at to build stone piers, and construct the bridge of trust work. Some of these piers are already completed and immediately the construction of the whole fabric will be undertaken. The bridge will be three hundred and sixty-five feet in length, and will be built in the most substantial manner.

One great objection raised against the proposed route of the Toronto, Grey and Bruce Railway was what are termed the Caledonia Mountains. According to some [these were said to form an] insuperable barrier; and according to others if they could be got over at all, the cuttings would be of such immensity that they would swallow up the whole funds of the Company. But happy things have turned out differently. A line has been hit upon as favorable to the undertaking, that in no place will the excavations exceed twenty thousand cubic feet to the mile, nor in any part of the road will the grade exceed one in fifty feet. But some have said one in fifty is too much for a narrow gauge railway and with such a grade it will be impossible to get up the hill at all. But facts are against this theory. In Norway there is a grade of one in forty-two for three miles at a stretch, and in Queensland, there is a grade of one in fifty for fifteen miles at a stretch, and in neither of these has any difficulty ever been felt in carrying on the traffic minutely and safely. And when speaking of safety it may be mentioned that though the Norway line has been in operation seven years and the Queensland line three years, not a single accident of any kind has ever occurred on either of them so that the Caledonia Mountains have not by any means proved the great obstacle it was supposed they would be.

The construction of the rolling stock is being proceeded with as vigorously, as the construction of the road. Already ten locomotives have

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28 APRIL 1870
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obstruction it was prognosticated they would
be.

The construction of the rolling stock is being
proceeded with as vigorously as the construc-
tion of the road. Already two locomotives have
been built at Bristol, and are now on their way
to Canada, and a third is in course of construc-
tion. The President and Mr. Laidlaw are now
in England purchasing rails which will be
shipped without delay. The tenders for the
cars were to be opened yesterday.

Respecting the cars, a considerable amount
of misconception is prevalent. The term
(narrow gauge) has led many to believe that
the cars will be thin, narrow things capable of
holding almost nothing at all. But this is al-
together a mistake. The cars will be only one
foot narrower than the ordinary car; that is
eight feet instead of nine, so that the difference
is very little after all, while the loss of width is
in a great measure compensated for by the fact
that the narrow gauge will weigh fully three
tons less than the broad gauge, a consideration
of very material importance in the hauling of a
train. The cars will be thirty one feet in
length.

The box cars will differ very materially from
those of the broad gauge, inasmuch as the for-
mer are constructed to hold only one half the
quantity of the latter—that is fifty barrels in
place of one hundred, or a hundred and eighty
barrels instead of three hundred and sixty.
Of course they could have been constructed so
as to carry a larger proportion; but it was
thought advisable to make the ratio a half as
much to facilitate business; and dealers generally
will see the propriety of the arrangement.

Owing to the difference of the width the
arrangements of the passenger cars are consid-
erably modified. The thing is somewhat dif-
ficult to describe without a plan, but then it
may be illustrated thus.—On entering the car
on the right are seats, each capable of accom-
modating two passengers; on the left are seats
for one. Half way down the arrangement is
altered—the seats for two are on the left, and
those for one on the right; and at the point
where the alteration occurs a space is left for
the stove. This arrangement is exceedingly
ingenious, and will not produce the slightest
inconvenience.

According to the terms of the contract, the
line will be completed and in running order to
Bofon by the 1st of July, and there is
every promise that the work of the contract
will be implemented, and the Directors are
confident that the line will be so advanced that
the people of Orangeville will be able to travel
on the Toronto, Grey and Bruce Railway to
Toronto to see the Provincial Exhibition next
fall. There is every prospect of the whole line
being laid and in running order before the 31st
of December, 1870, and if their anticipations
are realized their interest will be something
new in the railway history of Canada.

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28 APRIL 1870

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WINGHAM

29 APR 1870

THE FALL WHEAT.--The fall wheat, in this vicinity, has been almost totally smothered out, by the heavy fall of snow, last winter; and although we have had some really beautiful spring showers, still, hardly a blade of winter wheat is visible, in our fields. The majority of the farmers have commenced plowing it up, with the intention of sowing spring wheat in its stead.

MALTREATMENT.--An old man, named Ferguson, came to the village, with the intention of getting back a horse, which his son had traded away without his consent. Whilst endeavoring to obtain his horse, he was attacked and maltreated by a number of roughs, who left him in a very dangerous state. He is, at present, under the care of Dr. Fowler.

RAILWAY ON THE BRAIN.--The railway meeting, at Wroxeter, has given, all our neighbors, once more, "railway on the brain," to such an extent, that they can all hear the puffing and snorting of the iron horses, at no great distance. The only impediment, in our way, seems to be, the granting of a reasonable bonus; this, however, will prove no obstacle in this vicinity, for we feel quite confident, that each of the municipalities will vote a sufficient large and ample bonus, with hardly a dissenting voice.

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busy in taking up their potatoes and turnips. The potatoes are splendid, and they do not appear to be injured, in the slightest, by their being out under the snow, during the winter, in fact, it is generally conceded that they have kept better in the hill, than they would have done, in either collar or pit.

RAILWAY MATTERS.—Since the great railway meeting in Wroxeter, last week, and the satisfactory nature of it, the spirits of our citizens have been extremely elated. We almost fancy we can hear the cars coming, and the stentorian voice of the conductor shouting "all aboard." The slightest doubt which had, hitherto, lingered in the minds of some, has at length disappeared, and the railway seems, now, a matter of fact. The "broad guagers" may grin, but they will have to bear it. The united efforts of our people must prevail! Who can withstand them?

WROXETER.

SPRING WORK.—The farmers are, of course, very busy with the spring work, at present, and the ploughing is progressing rapidly. Some have, also, commenced sowing—mostly peas. The fall wheat still has a very bad appearance, and we fear the most of it will have to be ploughed, and sown in spring crop.

WROXETER BASE BALL CLUB.—The first meeting, of the "Victoria" Base Ball Club, was held in Gofton's Hall, on Monday evening, April 25th. The following are the officers elected for the year 1870:—John Inglis, President; George Eyvel, Vice-President; John E. Doid, Secretary; E. T. Black, Treasurer; G. A. Powell, W. Conboy and A. Veal, Directors.

MONTHLY FAIR.—The regular monthly fair was held, here, on Monday, the 25th of April, and though not as successful as others, a number of good sales were made. The farmers being at present very busy with the spring work, it was not to be expected, that the attendance would be as large as usual. but by the time the next fair comes round, the busy season will be well over, and we hope it will be a success.

VETERINARY SURGERY.—James Gibson, Esq., V. S. of the Ontario Veterinary College, Toronto, has commenced the practice of his profession in Tecumseh, and will be in Wroxeter, on alternate Fridays, commencing on the 6th of May. Judging from the successful manner, in which he has treated several severe cases, in Tecumseh and vicinity, we believe Mr. Gibson is well up in his profession, and we hope he will be patronized accordingly.

RAILWAY MATTERS.—Since our big railway meeting, last week, the "Arthur and Kincardine Railroad," is considered to be a certainty. There seems to be a general desire to get the railway at any cost, and though, of course, a few old fogies talk grumblingly about the "extra taxes," still the great mass, of the rate-payers, have no nig-gardly ideas, about the bonuses, as they are confident, they will get their money returned, with interest. The only Township, in which there seems to be any trouble, about the matter, is Howick, as the previous promise given to the Wellington, Grey and Bruce Company, has placed it in rather a curious position. We understand, however, that the Howick Council has wisely decided to have the by-laws, for both companies, submitted simultaneously.

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Toronto, C. and E. Railway

The Warden of the county of Grey
has received the following reply to the
offer made by a deputation from the
Reeves and Deputies of a portion of the
county:

Toronto, 21st April, 1870.

J. LAY, Esq., Owen Sound.

DEAR SIR.—The Board met today,
and had under consideration the offer
made by yourself, Dr. McGregor and Mr.
H. K. on behalf of the Reeves, and
Deputy Reeves of the County of Grey,
in relation to this Company a County
contract from Grey of \$300,000, provided
this Company would undertake at once
to extend their line from Arthur or
Mount Forest to Owen Sound.

The Board, while acknowledging the
public spirit on the part of the represen-
tatives of the County which led to the
offer being made, and being made, and
while admitting the importance and
necessity of ultimately extending the
line through Grey, as originally intended,
and that it is difficult, if not impossible

for them as at present constituted, the
President and two leading Directors
being absent in England, on the business
of the Company, and a large quorum of
the Board only available—to come to
any definite decision on the matter.
They feel that the offer is requiring
serious consideration, and think it would
be desirable, if possible, to let the matter

remain in abeyance, at any rate until
the return of the absent members of the
Board from England. They feel the
more encouraged to ask this, as in no
case could the work of construction
through the County be proceeded without
delay, and therefore no time would be
lost by a short delay. It is felt that in
such an important matter as the present,

without the sanction of the whole Board,
it would not be advisable to depart from
the terms of the understanding arrived
at some time ago on the subject, and
which was communicated by the Presi-
dent of this Company to the representa-
tives of the County at the meeting held

at Durham in December last, during the
sitting of the Co. Council there.
The Board hopes that you and the
other gentlemen of your County interest-
ed in the extension of our line through
Grey will understand that it is the ear-
nest desire of the Board to carry out the
original intention of the Company, and
at the earliest possible moment run
their line through to Owen Sound, to
accomplish which, no effort will be spar-
ed on their part.

I am, Dear Sir,

Yours truly,

A. W. McMASTER,

Vice-President.

MFC

4 MAY 1870

THE RAILWAY EXTENSION.

Public Meeting.

On Tuesday Evening a public meeting was held in Coulson's Hall, in the interest of Northern extension. There had been a former call; but the attendance, not coming up to the standard, the Mayor, on whom rested the responsibility of the announcement, in a relative sense, said that the attendance did not justify the means, and after an explanation of the object for which the meeting was convened, formerly adjourned the meeting until the time mentioned.

On commencing Tuesday evening the attendance was small, but was soon swelled to considerable proportions by the presence of many of our most prominent citizens.

His Worship the Mayor occupied the chair, and Mr. H. W. Longan was appointed as Secretary.

Letters were read by the chairman sympathizing with the movement, of which the following is an embodiment:

From Clarksburg it was said that they were unanimously in favor of the scheme. At a meeting held a resolution had been passed, that they were unanimous in favor of granting a liberal bonus towards an extension of the Northern Road to Owen Sound, and requested the Municipal Council to confer with this place and other Municipalities interested at as early a date as possible, with a view of convening a convention of the Municipalities of North Grey to consider the scheme. In the opinion of the leading parties in that locality it was thought the best policy to send five delegates to the convention, to be composed of the Reeves and Councillors, and in the event of any being unable or unwilling to attend, that his place be filled with some prominent man from the Municipality, thereby preventing petty jealousies and securing joint action in advocacy of the scheme. Also, that this policy was recommended by Mr. Cumberland a better attendance could be secured, it was that, by holding the convention at Owen Sound, and that the eastern parties are quite willing to meet there.

From Mr. Jas. Stewart, of Menford, word came that a Convention should be held in Owen Sound, comprised of the Reeves and Deputies, to determine upon the amount of bonuses from each township, and see if the amount can be made up.

Moved by Mr. Owen Vandusen, seconded by Mr. W. C. Sumner, That this meeting is in favor of an extension of the Northern R. R. from Collingwood to Owen Sound, and believe that this town would grant a liberal bonus for that purpose, and that a Convention be held in the town of Owen Sound on the 1st day of June, to consider the subject, and that each municipality represented by two delegates.

On motion, His Worship the Mayor and Mr. W. A. Stephens were appointed as delegates to the Convention.

Order in Council. — Wherefore the St.

OSA

12 MAY 1870

The Ontario Narrow Gauge Railways.

Mr. Shedden, President of the Toronto and Nipissing, and Mr. Gordon, President of the Toronto, Grey, & Bruce, accompanied by Mr. George Laidlaw, the original promoter of the narrow-gauge system of railways in the Province of Ontario, have come over on a visit to this country to make arrangements for the rails for their roads. The companies which these gentlemen represent are so strongly backed by the local capital of Canada both as regards municipal bonuses and private subscription lists that no difficulty will be experienced in arranging with the iron masters of England for the supply of rails they need. Indeed, it should be mentioned, these gentlemen only came here as a matter of expediency, as they received several offers before they left Montreal from contractors, capitalists, and bankers to supply them with all the additional capital they needed on the bonds of their companies, but at a rate which left a larger margin of profit than they expect to be able to negotiate loans upon in this country, as money is so much cheaper here than in Canada.

These Toronto roads (says *The Montreal Herald*, the leading commercial newspaper of the chief city of the Dominion) have been designed very much under the direction of Mr. Laidlaw, and his views of the facts which should govern the construction of such works appear to be as sound as they are clear. He starts with the proposition that the narrow-gauge roads will be competent to do all the business offered them, and that they can be built for about \$11,000 per mile. Now our existing roads, bad investments as they have proved for a large part of the capital invested in them, are paying 6 per cent, upon \$20,000, \$40,000, and in case of the Great Western \$70,000 per mile. Taking the lowest of these bad returns, which we believe is on the Northern, with a traffic which is chiefly derived from lumber, such as may be expected from any road that is pushed up into a lumbering country, narrow-gauge roads may be built for little more than two-thirds of the cost per mile for which the Northern gives a return of 6 per cent, and this without any allowance for smaller working expenses. Private capitalists, however, who invest their means in these schemes stand in a much better position for a return on investment than that which is represented by the probable return on the entire cost, inasmuch as the various municipalities through which the new roads are to run, or at which they will touch, have contributed half the cost out in the way of stock or loan, but as a free gift or bonus. Thus the roads, supposing they are built, as we see no reason to doubt, for something like the estimated cost of \$11,000 a mile, will only have to make a net revenue on \$7,000 per mile in order to afford interest to those who take stock of advance money upon their securities. The interest payable by the municipalities on their bonds will, in fact, make a part in the revenue of the roads applicable to interest on their mortgages as dividend upon their stock. We see it is stated in the Toronto papers that this view of the capacities of these roads has so commended itself to some of the ablest business men in that city that Messrs. Gooderham & Worts, than whom there are no shrewder operators in Ontario, have embarked \$150,000 in the Toronto, Grey & Bruce, and the Toronto and Nipissing roads. In one way or another something like two-thirds of the cost of the roads have already been provided in Canada. It was recently reported from Ottawa that a large part, if not all, of the additional capital still required was offered by the Toronto Rolling Mills Company and the Bank of Montreal in money and rails, but this offer was not accepted because it is believed that better terms can be obtained in a larger money market; hence Messrs. Shedden, the President of the Toronto & Nipissing Railway; Gordon, of the Toronto, Grey & Bruce Railway; and Laidlaw, who is a director of both roads, visit England, where they expect to dispose of bonds and make other necessary arrangements to push forward the material part of these enterprises in the course of the coming season.

THE Belfour fountain offered good as large b nity for
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12 MAY 1870

Orangeville, May 12, 1870.

WE are indebted to Mr. Geo. Laidlaw, the projector of Narrow Gauge Railways, who is now in Great Britain, for late copies of *The Telegraph*, *Canadian News*, and other English papers, from which we take some interesting extracts, which will be found in another column.

THE COMMISSIONER OF CROWN LANDS has given notice that certain lands in the township of Medora, in Markoka; and in Stisted and Chaffey, in Nipissing; in Ferguson, McKellar, and Christie, in Parry Sound; and in Sawdown and Glamorgan, in the county of Peterboro', are open for location as free grants, under the regulations made by the Department.

THE BARRETTO LIBEL SUITS against the *Guelpb Advertiser* and *Herald*, have been once more brought into notice, the defendants having been served with notice of trial. Mr. Pirie compromised by paying his own costs and \$40 towards those of plaintiff; the *Advertiser* held out, and after being put to considerable expense and entering into an arrangement as to the day of trial, the affair has again been juggled off, and the suit is still in suspense. Such proceedings should not to be allowed.

OS

~~about two hundred birds. They have been har-~~
assailing on pigeon-pie ever since.

570. RAILWAY MATTERS.—Messrs. Thos. Gibson, of
Wroxeter, John Messer, Reeve of Turnberry, J.
Perkins, of Howick, and Dr. Worthington, were
at Toronto last week, on business connected with
the railway. They had an interview with the
directors, and are satisfied that the Company are
in earnest about the matter. The stock books
contracts, etc., were also submitted to their in-
spection, and after a close investigation, they are
convinced that the statements made by the dele-
gation, at the meeting in Wroxeter, are true to
the letter. The surveyors, engineers, etc., will
commence to run the trial lines next week, if the
weather in the mean time be favourable.

WROXETER

QUEEN'S BIRTHDAY.—A public meeting will be
generally completed for on these occasions, two
large Sunday School pic-nics will be held on the
village pic-nic ground, on the bank of the river,
one of the most beautiful places to be seen along
the Maitland.

RAILWAY.—Four of the most prominent citi-
zens of this north section, viz.: Jno. Messer,
Esq., Reeve of Turnberry, Thos. Gibson, Esq.,
James Perkins Esq. Reeve of the Tp. of Howick,
and Dr. Worthington, of Wroxeter, have been
taking a trip through the country along the line
of the T. G. & B. Railroad, to see what the said
Company were doing, and how they were pro-
gressing with the road. We understand that
they were accompanied by one of the officials,
along the route, who showed them all they wish-
ed to see, and explained to them all they wanted
to know. They also visited the offices of the
Company at Toronto where they were shown the
Stock-Books, etc. and we believe they have come
back extremely well satisfied with what they
have seen and heard. While in Toronto, they
were interviewed by one of the leading men of
the Hamilton road, who used all his influence
upon them, to endeavor to get them to support
the broad gauge, from that city. He offered
them a free trip on the G. Western, around by
Hamilton to Guelph, if they would accept, in
order to show them what that Company were do-
ing. but they declined the honor. We expect to
be shortly enabled to give a full report of their
proceedings.

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13 MAY 1870

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TORONTO, GREY & BRUCE RAILWAY.

THE construction of this railway is progressing rapidly. A considerable portion of the line is graded between Weston and Caledon, the abutments of the principal bridges have been erected, and all the timber required for cattle-guards, culverts, trestles, and bridges, has been delivered, and is now ready to be placed in position. Mr. Aikens, who has contracted for grading the line between Caledon and Melville, is pushing the work rapidly; while Messrs. McDowell and Gowdy, who have taken a contract of five miles and a half of the line west of Orangeville, have already graded two miles of their section, and will in all probability have their contract completed before the end of July. Messrs. McDowell & Gowdy have a force of 50 or 60 men at work, under the able superintendence of Mr. Hugh Devlin, and we must give them credit for doing their work in a most satisfactory manner. We understand that contracts have been let between the Grand River and Arthur, and that along the whole line, where a hill is to be cut or an embankment to be raised, men will be busy with pick and shovel before the close of May, and that the work of construction will be pushed forward with a regularity and rapidity hitherto unknown on Canadian railways.

BUSINESS HOURS.

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THE RAILWAY EXTENSION.

The Convention for the purpose of considering the extension of the Northern Railway from Collingwood to Owen Sound, was held yesterday in Coulson's Hall, a full deputation being present from the Northern locality. Wm. Miller, Esq., took the chair, and Mr. Cressor acted as Secretary.

There were present the following delegates:

Owen Sound—Wm. Miller, and W. A. Stephens.

Sydenham—H. Reid, J. Calvert.

St. Vincent—C. R. Sing, J. H. Burnett.

Collingwood—W. White, Jos. Rorke.

Derby—R. L. Frost, Mr. Johnston.

Euphrasia—Jas. Paterson, Jas. Knott.

Kippel—Messrs. Pitman and Mills.

Saravak—R. J. Doyle, J. Cressor.

The following resolutions was adopted.

Moved by R. J. Doyle, seconded by J. Burnett, That it is the opinion of this Convention, that a bonus of two hundred and seventy five thousand dollars would be voted by the Municipalities of North Grey for the extension of the Northern Railway, from Collingwood to Owen Sound.

Sydenham, through her delegates, expressed her willingness to adopt the scheme for the extension.

It was moved by C. R. Sing, seconded by C. R. White, that the Mayor of Owen Sound, Mr. Rorke, Mr. Reid and the mover, be appointed a committee to correspond with Mr. Cumberland in relation to the proposed extension of the Northern Railway to Owen Sound, and to make him a tender of the offer of this Convention, and if necessary to give notice of application for a charter for said extension.

It was moved by Mr. Doyle, seconded by Mr. Pitman, that this Convention adjourn to meet in Owen Sound on the 1st Wednesday in July, and that the Reeves and Deputy Reeves of Holland and Sullivan be notified to attend.

The meeting then adjourned.

A full report will appear next week.

Off the Track.—It is stated that application has been made by Alexander Gibson, of Collingwood, to quash the Railway By-law for illegality. The *Telegraph* is of opinion that the application will be successful, as there is scarcely any doubt that the submission of the by-law was illegal in every respect.

Road Work.—The Committee on Streets and Parks will meet on 11th Street, near the School House, next Monday, to let a number of jobs, such as ditching, grading, graveling, planing, &c. We would recommend for their early consideration the condition of the side-walk leading to the Post Office, which is in a very bad state for so long a time.

To Correspondents.—J. W. Measford. Not being a recognized authority

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2 JUNE 1870

TORONTO, GREY & BRUCE RAILWAY.

As the construction of this important line of railway will inaugurate a new era of prosperity in the large and populous section of country which it is designed to serve, developing new resources, and affording increased facilities for the expansion of existing industries, much interest is naturally felt in the progress of the undertaking. To satisfy inquiry on this point, we went over the line from Weston to the Grand River, last week, with Mr. W. H. Ellis, the Engineer, superintending the work, and are therefore in a position to "report progress."

When Mr. Shanly was awarded the contract for the construction of the line in January, he had it divided into three sections, the first extending from Weston to Bolton, the second from Bolton to Orangeville, and the third from Orangeville to Arthur. During the winter months all the timber required for bridges, trestle-work, culverts, cattle-guards, fencing, ties, &c., was cut and delivered at convenient places along the line, the roadway was cleared, and some progress was also made in the heavy excavations at the Humber, and at the bridges in Caledon. With the opening of spring, Mr. Shanly had the different sections subdivided into small divisions, which he let to sub-contractors; the force of men employed was largely increased, and the work of grading was almost simultaneously commenced all along the line, and has been since continued with great vigor and energy. So rapidly has the work of construction proceeded, that if the detached portions of the road now graded were put together, over thirty miles of a continuous line would be ready for the ties and rails.

The first division, which extends five miles from Weston, is let to Messrs. Green and Wilkinson, who have thirty-five men and seven teams daily employed at grading. They have completed three miles of their contract, and will have the remaining two miles completed about the 15th of July. The excavations on this division are generally light.

The second division includes the approaches to and from the Humber, and is about one mile in length. It is let to Messrs. Gowdy & Dennis, who have twenty-five men and eight teams grading. The work on this division is perhaps the heaviest on the line, the largest fill taking 45,000 cubic yards of earth. The Humber is to be crossed by means of a truss bridge, supported by two abutments, and six stone piers of solid masonry. The timbers for the bridge are framed, and the abutments and piers are already built. The work on this section is well advanced, and will be completed about the end of July.

The third division extends four miles from the Humber, and the work on it is being done by Mr. Shanly himself. Three miles and a half are graded, and twenty-six men and ten teams are employed on the remaining mile and a half. The work on this division will be completed by the middle of July.

The fourth division, three miles and a half in length, is let to Mr. Mcintosh. Nearly two miles of it are graded, and the remainder is in progress. The work is generally light, and will be completed before the close of July. There are thirty-two men and five teams engaged on this division.

The fifth division, three miles in length, is let to Messrs. Walker & Burns, who have a force of eighteen men grading. The work is very light, and in an advanced state of progress.

The sixth division begins in Albion. It is two miles in length, and about half a mile of it is graded. The work is light. Mr. Shore, the contractor, has fifteen men employed, and with this force expects to have the work on his division completed by the 15th of July.

Mr. Carroll is the contractor for the seventh division, which is three miles and a half in length. He started work with a force of twenty men, but was stopped in consequence of a misunderstanding about the right of way. This difficulty has since been settled, and Mr. Carroll has again commenced work.

The eighth division embraces six miles, of which two are graded. Mr. Morrison, the contractor, has 37 men and ten teams engaged on the remainder, which he expects to complete by the

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10th of August. The work is generally light.

The ninth division, seven miles long, includes the Ridges in Caledon, and is one of the most difficult on the whole line. The excavations are very heavy, some of the cuts being over fifteen feet deep. Mr. Shanly has fifty-nine men and twelve teams at work on this division. About three miles of it are graded and the balance in progress.

The tenth division extends from Charleston to Melville, a distance of six miles. Mr. Eakins, the contractor, has about one mile of it graded, and forty men and eight teams are engaged on the balance. The work is generally light.

The eleventh division extends from Melville to Orangeville, a distance of two miles, but no work has as yet been done on it.

The twelfth division extends six miles from Orangeville, and is let to Messrs. Gowdy & McDowell, who have sixty-one men and twelve teams grading. The work is heavy, one embankment taking 40,000 cubic yards of earth. About two miles of this division are completed, and the balance in a forward state.

Mr. Robt. McDowell has the contract for the thirteenth division. It is only one mile in length, and the principal part of the grading has already been done. He has thirty-six men and six teams at work.

The fourteenth division extends two miles. No work has yet been done on this division.

Mr. B. Connor has the contract for the fifteenth division, which extends one mile. He has made a good start and employs seventeen men and four teams.

Mr. R. McDowell is constructing the sixteenth division, which extends two miles. He commenced work on Tuesday with a force of six men, which he sent under a foreman from the thirteenth division.

From the Grand River to Arthur is let out in small contracts, on all of which more or less work has been done; but as we did not go over this portion of the line, we are unable to state the progress of the work.

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of last year. All spring crops are in a remarkably forward state.

WINGHAM HE 17 JUN '70

R. R.—The surveyors of the T. B. & G. R. R., are expected to pay us a visit about the latter part of this or the beginning of the next week.

IMPROVEMENTS.—Mr. Wm. Bowers, is erecting a large workshop on Front Street, into which he intends removing in a few weeks. Two merchants from Paisley have bought a village lot, on which they intend building a large brick store this summer. At a meeting of the ratepayers in this village, it was unanimously agreed to build an additional class-room 24x30 ft., to the common school building this summer, the present class-room being wholly inadequate to accommodate the large number of pupils attending this school.

BUSINESS.—Business is considerably brisker than it was during the spring months. Owing to the recent rise in the grain market, many farmers have commenced teaming out their wheat, which has been hoarded up in their granaries all winter, and as the sales of wheat are generally accompanied by the sale of goods, our merchants' faces are beginning to wear a less elongated appearance.

DOMINION DAY.—We intend celebrating the natal day of our young Dominion, by holding a mammoth pic-nic, on the flats of the Maitland; and as the site selected is one of the most eligible, and delightful on the banks of the river, we feel confident that both old and young will be able to enjoy themselves to their hearts content.

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was assessed in Orangeville, but reserved judgment.

THE DOMINION PACIFIC RAILWAY.

Mr. GEO. LAIDLAW, who is well known to most of our readers as the projector of the Toronto, Grey & Bruce Railway, is now in England on a mission of great importance to the interests of Canada. This gentleman is devoting his energies to providing means for the construction of a Dominion Pacific Railway, and at the same time, in connection with that undertaking, to develope annually an extensive emigration to our vast possessions in the Northwest. This proposed line is to extend from the western shore of Lake Superior, to the Pacific Ocean at New Westminster, and Mr. Laidlaw estimates the whole capital required to build it at \$70,000,000—an average cost of \$25,000 per mile;—and, to induce capitalists to invest in it, he proposes that the Governments interested should guarantee the bonds of the proposed company to the extent of \$15,000 per mile, the Local Governments to give a bonus of 20,000 acres per mile, in alternate sections along the route, against which and the railway the company would issue bonds to the amount of \$15,000 per mile, and by that means realize enough to make up for the discounts on all the issues, and net the required \$25,000 per mile. Should the Governments interested be induced to guarantee the bonds of the company in the proportions suggested, the early construction of the line may be safely regarded as beyond doubt. In regard to the principle of the cession of large free grants of public lands for such a purpose there could be only one opinion. Without an inducement of this kind, no capitalist would touch such a speculation. The lands are at present absolutely worthless, and for many years must remain so, if left only to a natural development; but the opening of a railway would actually give value to territory which is to-day not worth accepting as a gift by any but a wealthy railway and land corporation, and would be the means of attracting thither in a short time a large population. To settle the country through which the railway is to pass is the object aimed at by Mr. Laidlaw in the second branch of his general project, and he expects to begin the populating process with the commencement of the construction of the line. It is assumed that the proposed company will be able to take annually from ten to twenty thousand able-bodied laborers from a class now desirous of emigration, but whose means do not enable them to do so; and these would be induced to enter into the employment of the company by offers to advance the passage-money for themselves and their families, to provide them with continuous labor at the rate of \$15 per month and board, and to make them a free gift of two hundred acres of land on the fulfilment of their contract. In addition to this, the company would allow a certain time, on their arrival in spring, to clear and plant potatoes, and to build shanties, such time, however, not to be chargeable to the company. The rate of passage-money is to be set down at the low rate of twelve dollars, which would be deducted out of the amount payable for their labor for 200 days, the time for which they are to be engaged to work for the company; but should the cost of their transportation exceed that sum, the company would assume the difference, and either exact more labor or give less land. Such, in brief, is the substance of the plan proposed by Mr. Laidlaw for the construction of a Canadian Pacific Railway, and the settlement of the country along the line. It has certainly much to recommend itself to the attention of the Government of Canada, and also to that of Great Britain; for while we require the railway, Great Britain requires employment for tens of thousands of unemployed laborers. Besides, if our New Dominion is to extend from the Atlantic to the Pacific, it will be absolutely necessary to have the best possible means of intercommunication between its various parts, otherwise it is useless to think of keeping fortanously together a country extending over the distance indicated. The construction of the Dominion Pacific Railway would accomplish this, and, at the same time be the means of filling up the country along the line with a hardy, moral and industrious population, which would form a nucleus destined to grow up into a mighty people.

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THE CROPS.—As the harvest season approaches crop reports begin to flow round amongst our exchanges. Wheat