BLUEVALE

Railway. -The narrow Gaugers, (who are very strong in this part) have been greatly aroused by the spench recently delivered at Leechville, by Wm. T. Hays, Esq. M. P. P., who denounced the Narrow Gauge is very severe terms, calling it an "Indian Rubbes affair." a "humbug." and a "swindle." It is a prevailing opinion that unless the said M. P. M. changes his tactics upon this subject, before the next election, he will had 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 seretch."

RUNAWAYA—The equanamity of some of our villagers, has been disturbed during the past week by the sadden exit of two persons, who resided in this locality, for parts pulsaeum; but have left behind them their debts, to console those who remain. The name of one of these is Win. 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 victimizeed by the above gentlemen (?)

Dai

103

ich

ni.

7 16

CITE

th,

III-

nif.

di.

Is:

}a-

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 Wednes-day evening, 23rd, inst,, they gave an entortainment, in the school house, which they, very modestly denominated a "Social;" but with much creater propriety, it might be called a "Concert." The School House was tastefully decorated with evergreens, and nicely fittled up for the occasion Alaszt 7 o'clock the audamoe began to gather, which continued until the house was well filled, The laties - provident creatures, that they arebe eght baskets heavily laden with the substanthat and lexuries of life, As a pure matter of gallantry, the gentlemen, with the assistance of all dien present, immediately set themselves to work in lighten them of their burdens, which efhere were attended with results; mutually satisfactor. The class was now ranged, and singing illos. Dialogues, Songs and Recitathems alternating till a late hour. The manner, in which the singing was done, reflects great credit عند عند على المانية بالمانية عند المانية الما of the accreciation of the same. By common countries at it was determined that too much could service said in favor of bir. Orr. as a teacher 2 - 21 2000

WROXBTER.

Fig. have Hiven —Quite a number of our villand the preparing to start for Red River as same a Sure opens. Some also, are getting ready to the land and other far-away places.

The railway subject, at present. Surely this is not a son that it is losing its interest, to the railway a few of the schedules sent to the many a few of the schedules sent to the many a few of the schedules sent to the many a few of the schedules sent to the many a few of Township Officials know that the many before scrive steps can be taken, they should not delay long in jetting them in.

Fare The second Monthly Fair

HURON EXPOSITOR

Mc

Mc

dull little

(lard fresh mellir

dne ć next

kiten

the c

St

Thon

good

uveni

Laine

upali

happ

amin

by M

Visite

readi

natinf

tinct

cdi, n

outlin

tha 1

earth

evide

all th

many

ness i

*pare

atudio

Was 1

classe

onges

whole

and t

their

Mr.

acive:

tho D

tho

Ex

Doug Arthu of Me Fr. bride Fralli Grey.

When

Whei

Harle

Mate

(I.2

Pota:

Hay

Tim.

tribe of half breed buffalo hunters, nave joined Riol, the insurgent leader at Red for the entertainment with an additional Superintent River! They number seven bundred.

THE TRAMWAY DEER.

" THE THANWAY DEBT" is one of the aubjects that gives The Advertiser considerable uncasiness. It suys, "The slique has saddled a debt of \$1,000 on Orangeville, for which not \$1 of value has been received," and further on it cheracterizes it as "a swindle" and a " a robbery." Upon this question, us on all others, The Advertiser is ut see. It is true that \$1,000 in debeutures 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 sid the undertaking with the issue of \$10,000 in debeutures. A portion of the line was built, and a part of the \$1,000 issued expended, on the work, when the Toronto, Gray & Bruce Railway rendering the further prosecution of the work unnecessary, the expenditure ceased, and the outerprise 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 suring of \$3,000 to them ; the Toronto, Grey & Bruce Railway Company having raduced their as sensment from \$18,000 to \$15,000, in consideration of the Tramway Company abaudoning its claim to the \$9,000 due it. Nor is this all; the Transway Com-pany and the "clique" who supported it, so far from " neglecting the public interest," recived a bond from the Turonte. Grey & Bruze Railway Company for \$1,200, to indemnify the Transway Company and the Corporation of Orange ville, 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 indumnity to be paid by the Toronte, Grey & Bruce Railway Company, and the affairs of the Tramway Company will be satisfactorally would up. S. far. then, from Orange vide being a lost by the Transay Debt. it is the gainer by \$5,090. But to whom ainst are the ratepayers of Orangeritle judehttMr. ed for all this? To the splenetic eronker of The Advertiser I or " the clique " who worked with hones, zeal and uncensing vill 60 effort hirst to secure an outlet for the produce of the country, and augment its 10 61 prosperity, and next, when their place niture. was taken by a more powerful company. Lithian to plotted the interest of Grangeville, and er tiu. those associated with them in the enterhat he prise? While the "clique" was effect าธะตั้ in ing all this, it had to withstend the tounts which of grumblers, who, too narrow-minded to e; but enter into any progressive movement, obierliser idatory strubted the offices of others; and now, when the objects of the promoters of the mek to Trainway are better understood in the ver ile country, when the importance of their cu-terprise is better known, and their distigal to E.115 33 interested labors better appreciate i, they out this can afterd to listed with nurufiled tens irty or pers to the stilly croakings of The Adverbouls tiser. Il men ever required the warm ppored. expressions of a bonefited community, acl.ng the promoters of the Tramway are en-Institute In titled to it from the people of Orangeville and the surrounding country. They did :ulcated all in their power to secure the advanlages of easy communication; and they duals in commenced and carried on, at their own expense, au agitation which has facilided the tated the construction of a railway. We do not believe that the spiteful abuli-Deileque s be raye tions of The Advertiser can tarnish their aithfully renutation.

of

ำเมร-

leuis

the

10

hale.

mill #

four

11m | 1(1-

only spa

YOTH BY BALLOT.

order for the supply of as many revolvers as there were invited guests.

In Bootland, 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 Euglish county constituencies, but little landlord courcoin has been established; but in the beroughs bribery and terror-ism prevail to an almost incredible degras.

The gist of the debute 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 charation being no pulpable 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 rete 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 countrice 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 is the mode of voting would not only promote the tranquility both of municipal and parliamonty elections, but would also protect voters from under influence and introduce into elections a greater degree of freedom and purity than is secured under the present ajstem.

Ornigeville and Vicinity.

THE alvertisement of Mr. J. Lind say, of Orangeville, announcing the ar rival of his opring and Summer stock of dry go sis, Ad., win of four next week.

MR. F. Inwis, of Orangeville, has lately received a large addition to his immente stock of dry goods, ready made clothing, &c. Full particulars will be given in his adverti-ment next week.

May T Dutyen is about to open a in the Junion School on First Street in a few been days. She is a thorough and efficient teacher, and so the number of pupils to east; 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 Rail ray from Mount Forest to Owen Fraud, have resolved to grant a bonus of \$300,000 in aid of the under-

MR. WIN HAND has succeeded Mr Lepnox as landlord of the " Dominion House' Broadway, which his has comfortably furnished and fitted up for the entertainment of guests. Mr. Hand is a most obliging and gentlemanly host, and under his management, "Deminion House" will lose bone of its popularity for " Kin folicer" and " exquisite antertainment.

() Praky.-Public sympathy has been deeply felt and widely expressed for the sad affliction which has visited Mr. (). Leslie, the Postmaster at Orangeville. After a few hours' illness, his YOTE BY BILLOT. vide. After a few mans with passed away unexpectedly on Thursteen Exculsive Papers bring full de- wife passed away unexpectedly on Thursteen brings whence no traveler

the bame Mark's Chi неверіцьке them as gratitude I ussistance ! and as a v School, ala many ami now have in their n ing you n tespact an held by ai health su humbly p will help REPLY

feelings o emplion. vuluable is (not st but as at Beliave L had, un well bein School a friends. to biess 1 bes fully yo

14 April

ment: bern al Fence townsl

Mr to the July.

from state cessi been

Carr refu T Soul Row

enfortumen in mis reduced inight don't ? Vol TORONTO, GREY & BRUCE RAILWAY. Muon Progress has been made in the construction of this railway, and the most ample preparations are being made to old for prosecuting the work with increased ist fiad vigor and energy during the spring and summer months. | All the ties and time supper, ber required for the line have been laid on the ground, the abutments of the heavy bridges on the first section have o .tone, been erected, and a considerable portion ly could of the line in Albion and Caledon has tit liftm nilence, been graded. All the men who can be advantageously employed on deep cutind movashioned: tings, are at work on the first, second and third sections, and with the close of vercome the rainy season there will probably be lover 2,000 men at work with pick and From Mr. R. R. McLengau, shovel. ow; and who has charge of the second section, we postened e people learn, that as soon as the weather permits, a force of 500 men and 50; teams ler ; but the gate- will be employed excavating and grading the line in Caledon; while Mr. W. Mc. land of ir a look | Dowell, who has charge of the third section, will have over 300 men and noveral gould y If one leams grading the line through Amara anth and Luther. Grading on this sec- ture.

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

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

ME. Joun BROWN, an old resident of Amaranth, was drowned at Bing's Dam, Meaford, on Wednesday, the 15th 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 abcumulation of dirt and rubbish, hidden from the view during the winter, and the north side of Broadway, particularly, presents a very lexided i filthy appearance. The Village Fathers Richmo should see to its removal, and take mes- pMr. Dw sures to provent such deposits being left; proposed on the streets and sidewalks in the fu- blish an

THE ! a discuss dilver: at

THE of Lond their | Ci America on it by

MR. Sheriff c mane ar off at th night di

In B: last assi. tiff was the defe Verdict

MERS ham, ba ment for River.

ABBA .of \$100.

SUN, ORANGEVILLE, ONTAR

B mean. rerm-like! ae pilound pearof hor-1 a close moved from his original posture, but just lot his head full against the high mettle; p ideide, seupants. while his hands, this and yellow, drepped. dy, still upon each knee, and then curled up o, in the drawnily, like a baby's hand ... His foreer-dress, head lost its knetted wrinklus, and if one

John Stone slopt, in his great exhaus tion was commenced at Orangeville en tion, as soundly and softly as a baby Wednesday. All along the line is busalept, sitting us he was, for no doubt his the and activity, and if labor and dapital military life had accustomed him to go can accomplish it, there is a fixed deter-to sleep snyhow, snywhere. He searcely mination to have the whole line between Woston and Arthur completed in time to move this year's crop.

> is A granuurr juit published shows the receipts and expenditure of the Do. minimi for the sight months from

MR. House, dition t goods, 1 shoes, g tends to ating p given n

JOE

THE TORONTO, GRLY AND REUGE BAILWAY.

.1

T'E PROURES OF THE WORKS

Two poors ago that idea of the countries tion of the Foresta, Orey and Erson Reli-way was segarded by many an altogether to summerical, or its all events the sensitivetion if such a need to be to be such a supposed of property of the such and the such and the such and the such as a supposed of the such as a such as a such as a supposed of the s Detarmination of inferral property received received record of the Theorem of the control of the property of the section of the property of the ground of the section of the property of the p be motion, and from its very inscription the most industrial in pushing the colorum, until some the prison year promises fair to see the whole polarme completed, at Joan's so much of 10 as 10:to:ab present techemplated

The work of constructing the line was commenced last November, under Mr. Sharby, and thought during the winter many clutters under the many clutters and address the relater active operations, yet during the winty months a large amount of work list been ecomplished.

months a large ambed of work has been excomplished.

Since:the commercement of operations, then can be two hundred men have been constantly at work, and the result is that between Westers and Oringevilla, most of the mithing have been constructed, or particle, our large quantities of timber have been bound, or particle, our large quantities of timber have been bound, and the line totally charted and graded—showing that his, Athanis has not been idle since November. Nor has the work been idle since November. Nor has the work been idle since November, but he has the work two menty confined to the claimer the been will further utilized; The humber out there we will further utilized; The humber out there is the functional has been dreaved into the, funce posts, and foreign, and the result to that already fifty miles of funcing have not only been propered, but have been distributed along the result, or that everything to in realisants begin setting the these of all the contractor room at all inclined to daily with the work. Naxy ments here he has at measure, and the all helited to daily with the work. Next ments he purposes to engage five hundred men more than he has at precent, and in the menth of July it is calculated that, acother thousand men will be not to work upon the ine. These figures use gratifying in two respects. In the first piace it indicates that the line will be completed in the director possible moment, and in the eccoud place it gives mecouragement to the emigrants who are about that there will be work ready for them on their merival here. Of course the principal demand will be for labourers who can do a good day's navvytop, but besides these there will be a large ounder of carpenture, bridge makers, track. tep, but besides these there will be a large number of corporate, bridge makers, trackmakers, its, required to carry out the population. Since the work commenced the quire tractor has been paying in wages committing life \$17,000 a mouth, but when operations are in full swing in the course of a mouth or two, the menthly payments will be but times more.

The grathest work on the line, and the most arpensive, will be the bridge corous the Humber at Woodbridge. In opening the Humber generally stoot to a great height, and sourcely a consen penson without one or more bridges being sweet away. This reacontour have already yielded to the floods—on the property of the politics. more pringer being sweet away. And reacher four have already yielded to the fiscale—so that much came in necessary in the building of a railway bridge across the river, to make it as substantial and scoure as it can possibly be unde. At first it was proposed to compute the bridge of the Toroute, Grey and Brace Railway entirely of treats work; but after consideration the conclusion was seriod at the build stone piers, and construct the bridge of trust work. Some of these piers are already sompleted and immediately the contraction of the whole labric will be undertaken. The bridge will be three hundred and fibring dre feet to langth, and will be built in the most substantial manner.

Or a great o' jection raised against the proposed results of the Toroute, Grey & Briton

GLOBE 21 APRIL 1870 1/2

Ore great o' jection raised against the pro-pered route of the Terresta, Grey's Bretse spaletay was what me termes the Caleson Mointaine. According to come these trees to be form an independed burrier; and, adopting to others if they could be get over at all, the sufficient would do if such terms. at all, the entitions would am if such termon-sity that they would amplies up-the whole tends of the Company. But happily, things have termed out differently. A like has bean the upon or foreamble, to the aminstability. that in no place will the exceptions ancered, toponty, thousand only fort to the spile, nor in comy parts of the wood will the gradient cannot one in fifty is too much for a marray parge railway and with much a guidlest if will be impossible to get up the hall at all. But facts are against this sheery. In Norway there is a grade of one in forty-tue fort' three melter at the streets, and in Chropaland, there is a grade of one in fity two for! there is a spede of one in fifty by fifteen miles at a strotch, and in, nother, of these has my difficulty ever been full in entrying on the traffic undeturreptedly and infely, (and when speaking of inferty, it may be mentioned that though the Norway line be mentioned that though the Norway line has been in operation neven years, and the Quesseland line three years, not a single accident of any kind has ever countred on either all them, so that the Calcium mountains have not by any ments proved the great obstruction it was prognesticated they would

ed the rolling stock is heing proceeded with an vigerously as the construction of the road. Already two lo-cometives have been built at Bristal, and are now on their/way to Canada, and a third is in: gourse of construction. The President in govern of construction. The President and Mr Laidlaw are now in England purchasing rails which will be shipped without delay. The tenders for the care were to be opposed graterday.

te

10.

ny.

1

r\$W

1 8

Seber

Respecting the cart, a considerable amount Respecting the card, a considerable amount of misconoption is prevalent. The term (narraw gauge) has led many to believe that the care will be this, narrow things capable of holding almost nothing at all. But this is altogether a mistake. The over will be only one foot narrower than the ordinary car; that is sight feet instead of nine, so that the difference is very little after all, while the less of width is in a great measure our tennested for by the fact that the narrow penested for by the fact that the narrow panested for by the fact that the narrow fruge car will weigh fully three tool less than that of the br adgang, a consideration of a train. The cars will be thirty are feet to be a train. to I reth.

The box cars will differ very materially frem shose of the broad gauge, leanmach as the former are constructed to hold only onebalf the quantity of the latter-that is fifty barrels in place of a hundred, or a hundred and eighty brahels instead of three hundred and sixty. Of course they sould have been constructed so as to carry a larger propor-tion; 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 with the arrangements of the passenger care are considerably medified. The thing is a mewhat difficult to describe without a plen, but then it may be illustrated thusplen, but then it may be illustrated thus. On entering the car on the right are seals, such capable of accommodating two passengers; on the left are seats for one. Half way down the arrangement is placed—the seats for two are on the left, and there for one on the right, ard at the point where the alteration occups a space is left for the store. The atmogrammat is cannotingly ingenious, and will not produce the alighbest leconvenience.

"According to the turns of the contract the

will nest produce the alighbest loconvenience.

"According to the terms of the contract the line will be completed and in running order to Belton by the fifteenth of July, and there is every premise that the terms of the contract will be implemented; and the Directors are confident that the line will be each vesseld that the people of Orangeville will be able to travel on the Tercesto. Grey and Ruce Relivey to Tercesto in see the Frevincial Exhibition next fails. There is every precepted of the whole line tening laid and in running order before the line tening laid and in running order before the line tening laid and in running order before the line tening laid and the running order before the line tening laid and the line will be constituted to the Railway history of Canada.

Hallway blesory of Canada.

GWBE 21 APRIL 1870 212

The Rival Railways.

Our lively and enterprising contemporary, the Hamilton Spectator, thus discouranth respecting the rival railways to threy and Bruce:

"The charter of the Toronto, threy and

B

I

IL

de

tel

Rite

88

the

br

thu is 1

tu

960 of cal

ho

of ha ier fat

ed. Bal

WA Fe on

tiv

tro

up

WO

Bruce Road, and the amended charter of Bruce Road, and the amended charter of the Wellington, Grey and Bruce, were pass-ed within four days of each other, in 'the year 1868. Since that time the W. G, and R. have constructed exteen miles of their road, and their rivals have not constructed a angle mile. The Wellington, they and Bruce Road is now within twelve miles of the borders of their township. The narrow-gauge company will have to onstruct fifty miles of their road before they reach the same point. The W., G. and B. Co. have no formidable engineering difficulties to injude their way; the narrow-gaugers have yet to sacend the Caledon Hills, the most formidable engineering difficulty which stands in the way of railway progress in this section of the coun-

It is about time to cease telling us about those sixteen unles of the Wellington Youd We were told six months ago that that por tion 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 the fact of the matter, it is now partially constructed. But even it every foot of those sixteen niles was built, the Committee could not, under present gircumstances, build one foot more. They have been three years making sixteen miles, and they are present to be seen the words of Minte and years making spacets siles, and they are even now before the people of Minto and Marphoro, asking for a re vote of the boousees granted three years ago. That the people of those townships will grant the request is exceedingly doubtful; and should they reluse to grant it, that will be the end of the Wellington, Grey and Bruce Italiway.

Our lively and enterprising contemporary erra 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 contrac-tor, 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 no-thing. 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

where they are he day attor in the had between Guelph and Fergus. All this talk about the "formidable en-gineering 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 tuade through those hills. The man who has undertaken to construct the Hooseic tunnel, is not likely to stop at such a trifle to the Caldon Hills.

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 accupied; and we can tell it also that that position is constantly improving. In proof this we need only refer to the fact that the County Council for Grey bave, 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 hand some offer was made by the Council with-out any solicitation on the part of the Com-The people of Grey and Bruce, and the people of the country generally lior that matter, have the utmost confidence in the Com-pany; and are perfectly satisfied that they ing are both able and determined to fully com-plete the great undertaking in which they are engaged. It is too late in the day for tai their opponents to think of injuring them. They have overcome every obstacle, they have fought down all opposition, and their Der road is now as good as completed. TeleOSA 21 Apr 1870

quake-like trembling shaking the soil caused by passing trains, which exert ap unlavourable influence on the eggs T. G. & B. R. R. - A very large meet ding in log in the interests of the Toronto-Grey ne rosi and Bruce Railway was bold at Wroxren_all eter on the Sist inst., Alderman Dicker and Noah Barnhart attended on of the Commany atience. limbeth The Owen Sound Times mys :- Navidoing gation may now be considered fairly opened for the senson. The first arrival was the schooper Maple Leaf from Colingwood on Saturday. The first depur-

> MFC 28 APRIL 1870

Rentle QU. UM Owan Sound, Fab 23, 1570. 372-17 Doubs of ple Joyed, given sentivez: of bole to the bly Lisa "disl at has formal ictated Silien rieldity and aduct tre-testh quira. 14 8-7 314 colore loveru-Owen Sound, April 28th, 1870. ; -1 du-· - 411 ready fie all THE RAILWAY. Tu penings Underneath will be found the answer of motio the Board of the T. G. & B. Railway to the. or turth nd the offer of the Warden and the gentlemen who count REMINE accompanied him on his mission. Amid the d to the the studied politeness of the leaver-there is lion, mry an COHFS. abundant evidence that the Company is in plaste in also no hurry to extend the line through the rate t ro part County of Grey. The offer of \$300,000 is say not scare in certainly a handsome one, but, like many M HIDTO other offers, it comes too late. There was a rated ias left time when such an offer would have bound which the Company to any condition. But at that pocke ble Te the o time pragmatical jack-daws, like Hopkins, and the could not be induced to act. It is pleasant a high coun to see retributive justice in this world. It less in our is pleasant to see the County of Grey suc vill take and beg, where it could once have comdemo oe from must manded. nil is OFFICE OF THE TORONTO, GREY & BRUCE y, also, nda in-120091 BAILWAY COMPANY. micable Toronto, 21st April, 1870. nted us the or S. J. LANE, ESQ, OWEN SOUND, in the y other - DEAR SIR .- The Board met to-day, and cial Go had under consideration the offer made by yourself, Dr. McGregor, and Mr. Hopkins denor d upon found pubba un behalf of the Reeves and Deputy-Reeves tity, I of the County of Grey, to obtain for this Company a County Bonns from Grey of \$300,000, provided this Company would undertake at once to extend their line from oftop ing her regar h used 16 Same Arthur or Mount Forest to Owen Sound. Sh rain for The Board, while acknowledging the pubare it lie 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 i, their remain treagth publi Oh my line through Grey, as originally intended feel that it is difficult, if not impossible, for stion of their f creed, wer the onthe them as at present constituted—the Presiben andent and two leading Directors being away coten in England on the business of the Company, and a bare quorum of the Board only availv take the b retofore the q ual for able-to come to any definite decision on the and the matter. They feel that the offer is one re-quiring serious consideration, and think it prevent healt would be desirable, if possible, to let the aso who inatter remain in absyance, at any rate until safety, the return of the absent members of the rder of Board from England. They feel the more than the encouraged to ask this, as in no case could be the more of the north of construction through the County of di Wel ntree the work of construction through is of the be proceeded with at once, and therefore no , Q time would be lost by a short delay. It is CORNE felt that in such an important matter as the EL S present, without the sanction of the whole Board, it would not be advisable to depart iddress. day 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 s to the OW FAR The took 1870. allow January last, during the sitting of the County Council there. The Board hopes that you and the other mt that chag IM YOUR gentlemen of your County, interested in the folior enlisted extension of our line through Grey, will understand that it is the extrest desire of the Board to carry out the original intention Char a if reia inof the Company, and at the exclient possible moment run; their line; through to Owen Sound, to accomplish which no effort will be the ? e selec PECOM thy and spared on their part. cierence l am, dear Sir. Yours truly to trade edge of A. R. McMaster Vice President

Bab Roand If there us any scapus

undergo

theg

third Toronto Grey and Bruce Railway, duty.
ourse Progress of the Works. Steamer Re-
on the From the Glober - dence ugui
1 1 HO VESTS USO 100 Men of the Construction There
or he was looked upon as a matter that would re- age looked upon as a matter that would re- guire many rears' agitation. There were so quire many rears' agitation. There were so quire many rears' agitation.
or his was looked upon as a matter that would re- under ever
the ite
books about the route and the novely of the leave the
gauge proposed all combined to make the unimpeach
money—the Intersacrances of many to the Messay Ros. that gaine-proposed all combined to make the mimpeach mode taking a difficult one. But the right mean control we have been made taking a difficult one. But the right mean control we have a control will be explore the maner, and from at very important and the region the most indomitable perseverence has eight knot been manifested in pushing the scheme, until authority to the resent very resonice four to see the some control was the resent very resonice four to see the
hatnet now the present year promises four to see the some nome
fatinct been manifested in pushing the scheme, until author in now the present year promises fur to see the some point whole scheme completed, at least so much of it the sale it as is at present contemplated to complete. I london
some sensor compared at a complete. I condon The work of contrincing the line was come The work of contrincing the line was come appeared last November, under Mr. Shanler, on the not denial existed to hinder any very active operations. Sinking, I taken.
but to and though during the winter many obstacle in errollon denial
pance of work incoheren accomplished. Paris,
mo stabily at work, and the result is that, between 'Pleaseill
Western and throngerille, most of the cultings , themands ;
at had titing of higher have been hauled, and the line ! Hauneville
should totally cleared and graded showing that Mr. Popo, the
an ent Nor has the work been merely confined to the Foreigh A
has been still turther utilized. The timber vier a face
mo stantly at wark and the result is that, between a stantly at wark and the result is that, between properties and the cutting and the section at had been deed on partially so; large quantities of insher have been handed, and the lips totally cleared and graded—aboring that Mr. Pope, the stantly so have been been been that the lips totally cleared and graded—aboring that Mr. Pope, the stantly so have been the sum of the stantly so have been the stantly so have been the labor that the been will turther, utilized. The timber of the search and graded—aboring that Mr. Pope, the clearing and grading of the road but the labor the search and graded—aboring that Mr. Pope, the clearing and grading of the road to the fact that the search and graded—aboring that Mr. Pope, the clearing and graded—aboring that Mr. Pope, the clear that the clear that the pope that Mr. Pope, the clear that the cl
to some thirty miles of fence, posts, and twenty miles cline rest of fencing have not only been prepared, but maintain if it was have been distributed along the route, so that Council.
each of sperviling in in readment to begin active op, gan dem
shedes inclined to delay the work. Next month he Count It remains a proposed to engage five hundred men more received allowed than he has an present, and in the month of action these than the country of the country o
allowed than he has nt present, and in the month of action. to those July it is calculated that another thousand men Paris,
will be set to work upon the line. These ig lishes the uras are gratifying in two respects. In the peror
to those fully it is calculated that another thousand men will be set to work upon the line. These is in men are gratifying in two respects. In the first place it indicates that the line will be that the completed in the excitest possible moment, and the accordance of the completed in the excitest possible moment, and the accordance of the completed in the excitest possible moment, and
as not a form place it indicates that the line will be completed as the earliest possible moment, and in the second place it gives occuragement to the entiquate who are about to crowd to our formation and the indicated who are about to crowd to our formation and abores that there will be work ready for them, on their arrival pero (Of course the principal demand will be the labored who can do a good ay a saying, but besides these, there will be a large number of earlienters, bridge makers, the persistent of the principal control of the princ
abores that there will be work ready for them ity, which
e to dis demand will be the laborest who can do a good improve
a large number of carpenters, bridge makers, in the p
ion, and operations. Since the work commenced the citum.
Speaker \$17,000 m month, but when operations are in sible th
ion, and monthly payments will be ten times more. formerly
uber for expensive, will be the bridge across the Hum. was bell
debates generally rises to a great height, and scarcely glumate
the me being sweet away. This meason four have all amali is
and the in personally in the building of a univery bridge sent.
mir star across the reverso mater it as museumen and tage of mergette means as a cas possibly be made. At the it ready a
present a receip possibly for small. At high it is was proposed in consumers the bridge of the focus of from and farcon Railway entirely of the fresh work; but sther consideration the countries of the first time distinct was surred at the bridge of trust. work. Some of the first time distinct was surred at the bridge of trust. work. Some of the first time distingt is to considerate of the whole; fabric wage not will be hundred and sixty-five feet in length, and will be built in the most substantial manner.
he felt classes was served at to build stone piers, and in barre
first time these piers are already completed and impressional a
singe not will be undertaken. The bridge will be three prumber
be built in the most substantial number. To you
be built in the most substantial manner. One great abjection raised against the pro- without me meant posed route of the Force. See had Bures not true. Pathers were then the Calcion rages, 1
scity. One great objection raised against the pro- we meant posed route of the force: Step and Bruse ractions true. Railway was what are issued the Caledon Mountains. According to some these were the force an according to fiber if they could be get over at a world a world a referrif they could be get over at a world a world.
o words cooling to others if they could be got over at
all the motivates seriald be of such interested !
from the the Company. But happily, things have threed and you
incustion favorable to the undertaking, that in no place have all the properties arrived favorable to the undertaking that in no place have all
cubic feet to the mile, nor in any part of the also eq
d the ex- But some have said one in fifty is too much for in great
had beeff it will be impossible to get up the hill at all, which
given by that they would awallow up the whole funds of from the Company. But happily, things have turned outlimferently. A line has been hit upon an iscussion favorable to the undertaking, that in no place of favorable to the undertaking, that in no place chief feet to the mile nor in any part of the analysis of the road will the grade exceed one in fifty feet. But some have said one in fifty is too much for Mr. Helmad beef in twill be impossible to get up the hall 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 two for three miles at a stretch, and in Queensland, there is a grade of one in fifty for fifteen miles at a create of these bears of difficulty time, are the hall at all the grade of one in fifty for fifteen miles at a create and in aether of these bears of difficulty time, field by ever been felt in carrying on the traffic minter.
se words grade of one in fifty for lifteen inites at a for my
common stretch, and manner is more than the traffic uninter. field by ion, with routedly and tately, tend when speaking of idence, on the safety it may be mentioned that though the prosper
o on the safety it may be mentioned that though the prosper
of the safety it may be memorated that though the post- ont which. Norway line has been in operation seven years, and a minuter of the Queensland line three years, not a least and accident of my kind has ever occurred.
r Minister and the Queensland line three years, not a rectification leading accident of any, kind has ever occurred the contraction of them, so that the Carlot more
m. out ac I take bare not by any means proved the great days, obstruction it was prognosposied, they would respon
to testify, single accident of any tind has lever occurred the state of them, so that the Gladden mean but he takes here not by any means proved the great obstruction it was are goospected, they would be crapianted. The construction of the rolling stock is being the replained after with proceeded, with an rigorously, as the construction of the rolling stock is being that it is not it is not it is not it.
had been tion of the road a Already two locomotives have one file

OSA 28 APRIL 1870 1/2 tains have not by any means proved they would be.

ed .

The construction of the rolling stock is being the proceeded with as vigorously as the construction of the road. Already two locomotives have parelled been built at Bristol, and are now on thir way arome to Canada, and a third is be atture of constant to the President and Mr. Laidlaw are now Canada in England purchashing rails which will be views ashipped without delay. The tendent for the to Sir cars were to be opened festerday.

Respecting the care a considerable amount ing we of misconception is prevalent. The term How is the care will be thin, parrow things capable of liament as holding almost nothing at all. But this is all Legislins together a mistake. The care will be only one tempt foot narrower than the ordinary car; that is by the foot narrower than the ordinary car; that is by the foot narrower than the ordinary car; that is by the regist feet instead of nine, so that the difference of the party little after all while the loss of width in the party little after all while the loss of width in that the marrow gampe will weigh, fully three relieves tons less than the broad gamps, a consideration Brigging that of very material importance is the handing of a stip party.

The care will be thirty one feet in plate.

OSA 28 APRIL 1870 212

respos

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. His, 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 putting and anorting 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 nunicipalities will vote a sufficient large and ample bonus, with hardly a dissenting voice.

l)E

Str most. made

Ca prese Fam tions

past well choic move form

the grae bure at t and ima

blue uldr

tion wor tun

nder hig

uxa

Capta

in ch

Hides to be

alway

ably a

aphoti

Libut

Bergt

Cprpl

Hriv's

4.4

4 .

..

4 2

Lieut

Sergi

Corp

Priv

11

44

..

8 6

3.5

Lieu

Serg

Corr

Priv

13

altor

la C

Exe

Elm

avo

4Hitts

BUIL

his

bee

hig

103

cial

int

Ho

W'al

cal

Le

Wit

HIL

L'ti

Jo

busy in taking up their potatoes and turnips.
The potatoes are splendid, and they do not apbear 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 letter in the hill, than they would have done, in either cellar or pit

TAILWAY MATTERS.—Since the great railway meeting in Whoxeter, last week, and the satisfactory nature of it, the spirits of our citizens have been extremely elated. We almost fancy

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 had 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. Dodd, 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 Tecswater, 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 Tecswater and vicinity, we believe Mr. Gibson is well up in his profession, and we hope he will be patronized ac-

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 niggardly ideas, about the bonusey, 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.

HE 29 APR 1870

l Edw., which e quite th, be, to ex-

ol 31t

broke

aforth

inty of

ability

of, at

idd, of ered by al been ing off. der; or

lubs of legraph hestate as: od.

14 14

hat, the go," has is very sting of cy contied thus the vain are sure appointserious,

ing this ent, will application will ty Years of which

day last, codesawn named , was the lars, but probably taked, on the crowd

	_
The state of the s	
Toronto, C. and B. Rallways and o	-
	43
The Wahlen of the county of Gree Land	-
the main by a deputation from the	
The same and I would be the same of the sa	-
The state of the s	
on the same of the	-
	34
Toroxto, 21st April, 1870.	
2 4 4 4 mpray 1010.	- 50
J. LAXE, Faq., Owen Sound	-
Draw Sin The Board met today,	
the had make and I	Ċ.
	_ :
	-
	-
Dun ids Company and South Provided	_
The state of the s	
CALCULATE THE PERSON ASSESSED BANKS	
IDUIL CUITS THE TRANSPORT	20
Int is and Thile act and I I -	_
	_
caves of the County which led to the	7 2
and worth worth to the	
The state of the s	_
	~
and included althought of the continuents and angle including the tarongh (very as originally intended)	
this and that it is siffernit if and	
the end that it is difficult, if not impossible	
The state of the s	7 45
ti a new titl dill the land the Dr.	-
4 " 645 Abstraction of the state of the stat	
- I will butter and a later arrange at	-
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
my definite decision on the satter	X.
The state of the s	-
The state of the s	100
The state of the s	_
IN 1 Tions consider view 1 to the localing	
- rious consideration, and think it would	
e cri manain in abstraction and think it would	
e cri manain in absyance, at any rate until	
e cri consideration, and think it would e cri consideration, and think it would e cri consideration and the matter matter the return of the nisent members of the topic Board from Realized Topic Board	
e cri consideration, and think it would e cri consideration, and think it would e cri consideration and the matter matter the return of the nisent members of the topic Board from Realized Topic Board	
e cri consideration, and think it would be cri consideration, and think it would be cri consideration, and think it would be crice main in absyance, at any rate until true he return of the nicent members of the tone Board from England. They feel the lid. more encouraged to set this	
e cri consideration, and think it would be cri consideration, and think it would be cric consideration, and think it would be cric consideration, and think it would be cric consideration, and the matter consideration and the cric conside	
e cri consideration, and think it would be cri consideration, and think it would be criconain in alcounce, at any rate until the return of the aircent members of the tont Hourd train England. They feel the lid. more concludinged to ask this, as in no air case could the work of construction.	
e cri sunain in also ance, at any rate until the return of the aisent members of the topic Hourd train England. They feel the lid. more concauraged to ask this, as in no air. case could the work of Construction this brough the Coonty to proceeded without	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the topic Hourd train England. They feel the lid. more concauraged to ask this, as in no air, case could the work of Construction his brough the Cooke to proceeded without one; and therefore no time would be	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the topic Hoard train England. They feel the lid. more concauraged to ask this, as in no air, case could the work of Construction his brough the Cooks to proceeded without need, and has brough the cooks to proceeded without the processor as the state of the could be the processor and the cooks to proceed that the processor is and the cooks to proceed that in the cooks and important to the cooks to proceed that in the cooks are important to the cooks to proceed that in the cooks are important to the cooks to proceed that in the cooks are important to the cooks to be considered.	
e cri sunain in also ance, at any rate until the return of the nisent members of the four Hours from England. There feel the lid. more encouraged to ask this, as in no air. case could the work of Construction his brough the Cooks to proceeded without the work of the state of the light ask by a short delay. It is felt that in the rithest the constant matter as the present.	
e cri sunain in also ance, at any rate until the return of the nisent members of the four Hours from England. There feel the lid. more encouraged to ask this, as in no air. case could the work of Construction his brough the Cooks to proceeded without the work of the state of the light ask by a short delay. It is felt that in the rithest the constant matter as the present.	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the four Hourd train England. There feel the nore concurringed to ask this, as in no are could the work of rematinguish his brough the Cooker be proceeded without once; and therefore no time would be call by a short delay. It is felt that in the case important matter as the present of the rithout the annetion of the whole Board,	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the four Hourd train England. There feel the nore concurringed to ask this, as in no are could the work of rematinguish his brough the Cooker be proceeded without once; and therefore no time would be call by a short delay. It is felt that in the case important matter as the present of the rithout the annetion of the whole Board,	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the four Hourd train England. There feel the nore concurringed to ask this, as in no are could the work of rematinguish his brough the Cooker be proceeded without once; and therefore no time would be call by a short delay. It is felt that in the case important matter as the present of the rithout the annetion of the whole Board,	
e cri consideration, and think it would be cri contain in alcounce, at any rate until the return of the nisent members of the four Hourd train England. There feel the nore concurringed to ask this, as in no are could the work of rematinguish his brough the Cooker be proceeded without once; and therefore no time would be call by a short delay. It is felt that in the case important matter as the present of the rithout the annetion of the whole Board,	
e cri consideration, and think it would be cri continued to have a sure that it would be return of the nivent members of the tops Hours trans Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of remainington this brough the Coonty be proceeded without most by a short delay. It is felt that in the rithout the sanction of the winds Board, twenty the sanction of the whole Board, the rithout the sanction of the whole Board, the rithout the sanction of the whole Board, the sanction ago on the subject, and their deck was a samulated as by the President was the president that the sanction ago on the subject, and	3
e cri consideration, and think it would be cri contain in absymble, to have matter that he return of the absent members of the tops. Heard from England. They feel the lid. more encouraged to ask this, as in no air, case could the work of remainingthat the Cooky to proceeded without the Dooky to proceeded without the short delay. It is felt that in this instity a short delay. It is felt that in the rithout the anction of the whole Board, the would not the anction of the whole Board, the would not the transfer to depart from her the terms of the understanding arrived their was in any on the subject, and well thick was in amaicand by the President light of him Company to the representation.	
e cri consideration, and think it would be cri contain in also and the nice matter tone. He return of the nicent members of the tone Board trans England. They feel the life more encouraged to ask this, as in no are case could the work of remainingtion his brough the Coones to proceeded without they ask by a short delay. It is felt that in this arch an important matter as the present of the rithout the anction of the whole Board, I would not be advisable to depart from her terms of the material to depart from it some time ago on the subject, and thick was a temporary to the representation of the representation of the of the Company to the representation.	
e cri consideration, and think it would be cri contain in also and the nice matter tone. He return of the nicent members of the tone Board trans England. They feel the life more encouraged to ask this, as in no are case could the work of remainingtion his brough the Coones to proceeded without they ask by a short delay. It is felt that in this arch an important matter as the present of the rithout the anction of the whole Board, I would not be advisable to depart from her terms of the material to depart from it some time ago on the subject, and thick was a temporary to the representation of the representation of the of the Company to the representation.	
e cri consideration, and think it would be cri contain in also and the nice matter tone. He return of the nicent members of the tone Board trans England. They feel the life more encouraged to ask this, as in no are case could the work of remainingtion his brough the Coones to proceeded without they ask by a short delay. It is felt that in this arch an important matter as the present of the rithout the anction of the whole Board, I would not be advisable to depart from her terms of the material to depart from it some time ago on the subject, and thick was a temporary to the representation of the representation of the of the Company to the representation.	
e cri consideration, and think it would e cri consideration, and think it would rear he return of the nivers members of the tops Board from England. They feel the lid. more encouraged to ask this, as in no air case could the work of remainstration his brough the County be proceeded without nee; and therefore no time would be light each an important matter as the present the rithout the anction of the whole Board, award not be advisable to depart from hen he terms of the materistending arrived nor at some time ago on the subject, and which was introduced to the Presi- tary lent of plus Computer to the representa- the Durfon is December last during the rew sitting of the Co-County last during the The Board boxes that you	
e cri consideration, and think it would be cri consin in also and the inequality in the return of the aircent members of the tone Board trans England. They feel the life more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without most by a short delay. It is felt that in this with an important matter as the present of the rithout the sanction of the winds Board, a would not be siverally to depart from the betterns of the material and arrived more at some time ago on the subject, and their thick was a members and by the President of the Company to the representations if the Outle of the Company to the representations of the Durism in December last, during the first of the Loc Coup is there.	
e cri consideration, and think it would be cri consin in also and the inequality in the return of the aircent members of the tone Board trans England. They feel the life more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without most by a short delay. It is felt that in this with an important matter as the present of the rithout the sanction of the winds Board, a would not be siverally to depart from the betterns of the material and arrived more at some time ago on the subject, and their thick was a members and by the President of the Company to the representations if the Outle of the Company to the representations of the Durism in December last, during the first of the Loc Coup is there.	
e cri consideration, and think it would be cri consin in absyance, at any rate until the ristern of the nicent members of the tone Board trans England. They feel the life, more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without most by a short delay. It is felt that in this arch an important matter as the present of the rithout the anction of the whole Board, I would not be advisable to depart from the be terms of the material and arrived more it some time ago on the subject, and there is a some famo ago on the subject, and which was a translicated by the President for the Company to the representation. The first of the Company to the representation of the first of the Company to the representation of the first of the Company to the representation. The libert hear they are the first of the Company to the representation of the first of the Company to the representation. The libert hear of court county interest in the extension of our county interest in the extension of our dime through	
e cri consideration, and think it would be cri consin in absyance, at any rate until the ristern of the nicent members of the tone Board trans England. They feel the life, more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without most by a short delay. It is felt that in this arch an important matter as the present of the rithout the anction of the whole Board, I would not be advisable to depart from the be terms of the material and arrived more it some time ago on the subject, and there is a some famo ago on the subject, and which was a translicated by the President for the Company to the representation. The first of the Company to the representation of the first of the Company to the representation of the first of the Company to the representation. The libert hear they are the first of the Company to the representation of the first of the Company to the representation. The libert hear of court county interest in the extension of our county interest in the extension of our dime through	
e cri consideration, and think it would e cri consideration, and think it would rear he return of the nivert members of the topic Board from England. They feel the lid. more encouraged to ask this, as in no airc case could the work of construction his brough the County be proceeded without nee; and therefore no time would be light each an important matter as the present the rithout the anction of the whole Board, award not be advisable to depart from hen he terms of the materisteding arrived nor at some time ago on the subject, and which was company to the representa- the live of time Company to the representa- the Durfom is December last, during the other gentlemen of cour county interests in the extension of cour county interests other gentlemen of cour county interests one of the translation it is the earn other county of the through	
e cri senain in abevance, at any rate until reast he return of the nivent members of the tone Board trons Ragland. They feel the tone Board trons Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of remaining that his brough the Cooner be proceeded without most by a short delay. It is felt that in the rithout the sanction of the whole Board, the rithout the sanction of the whole Board, two life the rithout the sanction of the whole Board, two life the sive and the subject, and there is a some time ago on the subject, and which was the malerstrading arrived the feel of pina Company to the representation of the subject of the first of the company to the representation. The libert hopes that you and the sitting of the Co. Council there, the other genth men of cour county interest in the extension of our time through one of the libert of the loans that it is the earn made at the carer of the loans that it is the earn made at the carer of the loans to carry out the	
e cri consideration, and think it would be cri contain in absyance, at any rate until the riction of the nicent members of the tone Board from Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of remaining that his brough the Coones be proceeded without the cost by a short delay. It is felt that in the rithout the cancion of the whole Board, two and not be adversed by the rithout the cancion of the whole Board, two and not be adversed by the President was a family of the subject, and which was a familiar and by the President form and the first Company to the representation of the library of the company to the representation. The board hopes that you and the sating of the Co-Council there. The board hopes that you and the other counts made and the extension of our time through in the extension of our time through the category of the board the time and that it is the earn and the company and the company and	
e cri senain in abevance, at any rate until reast he return of the nivent members of the tone Board from Ragland. They feel the tone Board from Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of formattraction this brough the Cooner be proceeded without one; and therefore no time would be light out by a short delay. It is felt that in the rithout the sanction of the whole Roard, the rithout the sanction of the whole Roard, the rithout the sanction of the whole Roard, the rithout the sanction of the middle Roard, the rithout the sanction of the present to depart from her he terms of the understrading arrived may at some time ago on the subject, and which was communicated by the President district was in a company to the representation of the Company to the representations of the Company to the representations of the Company to the representations of the Company interest in the extension of cour county interest in the extension of cour county interest in the extension of the Company, and the verying interest of the board to carry out the towning interest to carry out the carrier of the board to carry out the	The state of the s
e cri senain in abevance, at any rate until reast he return of the nivent members of the tone Board from Ragland. They feel the tone Board from Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of formattraction this brough the Cooner be proceeded without one; and therefore no time would be light out by a short delay. It is felt that in the rithout the sanction of the whole Roard, the rithout the sanction of the whole Roard, the rithout the sanction of the whole Roard, the rithout the sanction of the middle Roard, the rithout the sanction of the present to depart from her he terms of the understrading arrived man it some time ago on the subject, and which was communicated by the President line of the Company to the representation. The fourthment December hast, during the partition of the Company interest in the extension of cour county interest in the extension of cour county interest in the extension of cour county interest in the extension of the Company, and in the earliest possible monight run increase in the alternation of the Company, and in the earliest possible monight run increase in the alternation of the Company.	
e cri senain in abevance, at any rate until reast he return of the nivent members of the tone Board from Ragland. They feel the tone Board from Ragland. They feel the life, more encouraged to ask this, as in no are cose could the work of formattraction this brough the Cooner be proceeded without most by a short delay. It is felt that in the rithout the sanction of the whole Roard, I would not be alvegate to depart from her he terms of the understanding arrived most it some time ago on the subject, and there is a some time ago on the subject, and would not be alvegate to depart from her he terms of the understanding arrived most it some time ago on the subject, and which was a remaindent to the representation of the first of time and the representation. The heart hopes that you and the souther gent mean of our county interest in the extension of our county interest in the extension of our dime through the state desire of the board to carry out the trying into the possible moment run interest in the earliest possible moment run interest in the earliest possible moment run interest in the earliest possible moment run interest into the history of the fourth will be spar-	Section 2 and the section 2 an
e cri consideration, and think it would be cri continued to be always at any rate until the return of the always at any rate until the return of the always and there feel the tone Board trans England. There feel the life more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without the sate by a short delay. It is felt that in this with an important matter as the present of the rithout the sanction of the whole Board, a would not be advisable to depart from here he terms of the materizateding arrived more at some time ago on the subject, and which was communicated by the President for the Company to the representations if the of the Company to the representations of the Company to the representations that it is the gard in the extension of near county interest in the extension of the Company, and the recomplish which no effort will be spared to their part.	Section 1 and 1 an
e cri consideration, and think it would be in the return of the aircent members of the tone Board trans Ragland. They feel the life more encouraged to ask this, as in no are case could the work of remainington this brough the Cooney be proceeded without more; and therefore no time would be not, and therefore no time would be light ask by a short delay. It is felt that in this with an important matter as the present of the rithout the anction of the whole Board, a would not be siverally to depart from her he terms of the materstrading arrived more at some time ago on the subject, and which was a members and by the President of the Company to the representations if you find the continuous that the meeting held be after of the Company to the representations of the Company to the representations of the Company to the carry of the library heart of the continuous that it is the earn of the extension of our time through the company, and the required interest of the Company and the recomplish which no effort will be sparted to a their justs through to Owen. Sound to recomplish which no effort will be sparted to a their justs.	The state of the s
e cri consideration, and think it would be criceral in abstrace, at any rate until the present he ristern of the absent members of the tops he ristern of the absent members of the tops he ristern of the absent members of the tops he case could the work of remaining top and therefore no time would be and the work by a short delay. It is felt that in the without the anction of the whole Board, a would not be advisable to depart from the relieur the anterior of the whole Board, a would not be advisable to depart from the terms of the materistending arrived more at some time ago on the subject, and there is the of the Company to the representation of the depart of the Company to the representation of the Company to the representation of the Company to the representation of the Company in the case of the Company to the representation of the Company in the case of the Company to the strong the other gents mean of our time through the other gents mean of our time through the trained material the time through the trained that it is the earn the trained material to carry out the trained material the earliest possible mongraft run the recomplish which, no effort will be spared on their parts. I am, Dear Sir.	The state of the s
e cri consultation, and think it would be cricensin in absyrance, at any rate until the instant of the absent members of the tone Board from England. They feel the tone Board from England. They feel the tone Board from England. They feel the tone case could the work of remaining tone the could be at a single case could the work of remaining tone this hrough the County to proceeded without the sale that in the winter as the present, and they a short delay. It is felt that in the without the ametion of the whole Board, a would not be advisable to depart from the terms of the understanding arrived man a some time ago on the subject, and their delay fent of the Company to the representation of the of the Company to the representation of the Company in the carry of the board byes that it is the earn made at the earliest possible monaget run the representation of the Company, and the recomplish which to endort will be spared to the tone through to their part. I am, Dear Sir. Years truly.	Apply of the first
e cri consultation, and think it would be cricensin in absyrance, at any rate until the instant of the absent members of the tone Board from England. They feel the tone Board from England. They feel the tone Board from England. They feel the tone case could the work of remaining tone the could be at a single case could the work of remaining tone this hrough the County to proceeded without the sale that in the winter as the present, and they a short delay. It is felt that in the without the ametion of the whole Board, a would not be advisable to depart from the terms of the understanding arrived man a some time ago on the subject, and their delay fent of the Company to the representation of the of the Company to the representation of the Company in the carry of the board byes that it is the earn made at the earliest possible monaget run the representation of the Company, and the recomplish which to endort will be spared to the tone through to their part. I am, Dear Sir. Years truly.	The state of the s
e cri consideration, and think it would be criceral in abstrace, at any rate until the present he ristern of the absent members of the tops he ristern of the absent members of the tops he ristern of the absent members of the tops he case could the work of remaining top and therefore no time would be and the work by a short delay. It is felt that in the without the anction of the whole Board, a would not be advisable to depart from the relieur the anterior of the whole Board, a would not be advisable to depart from the terms of the materistending arrived more at some time ago on the subject, and there is the of the Company to the representation of the depart of the Company to the representation of the Company to the representation of the Company to the representation of the Company in the case of the Company to the representation of the Company in the case of the Company to the strong the other gents mean of our time through the other gents mean of our time through the trained material the time through the trained that it is the earn the trained material to carry out the trained material the earliest possible mongraft run the recomplish which, no effort will be spared on their parts. I am, Dear Sir.	The state of the s

MFC 4 MAY 1870 nce and Yearels for the canal. I all our 3 takes hich is

Ay a Du

rticular. of the due the ispared: forces, ia Fort

at the for the supplies y them

reu this : will be : troops ses may

ke from ry from

General acommod s ig copy he Secthe sub-

1870. DUS COT ection of bonor to miralty naibana anadian

RD. TILLE. lon. Bir i C. M.

into paid the fair mestion. tion, the معيرللم my. .

How in this D Fack ! · GO LOD rel died hoa in-

is class grawn t, what 2 3 mr.

I BE BES i) v with bon and

while." boursed

THE RAILWAY EXTENSION.

of t

CLEM

abou

the

a bo

9100

boas

sale

forgi

Corl

A

POUL

piace

ethe

BUAN

Am

who

in 1

WAT

Back

him

the ' the

Mon

and

WAS

aces

RQ.

oth

Th

OB

Ber

IDE

8

trie

day

abo

علاه

Ke

pal

clai

des

GEA

65

to i

bee

to t

but

tes

88 1

561

06

Public Meeting.

On Tuesday Evening a public meeting was beld 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 reaponsibility 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.

Un commencing Tuesday evening the attendance was small, but was soon swelled so censiderable proportions by the presence of many of our most prominent citisens.

His Worship the Mayor occupied the chair, and Mr. It, W. Longan was appointed as Secrelary.

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 Uwen 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 comider the scheme. In the opinion of the leading parties in that locality is 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 always of the acheme, "Also," that this policy "was recommonded by Mr. Cumborlanda better attende could be secured, it was that, by holding the convention at Owen Sound, and that the cost ern parties are quite willing to meet there.

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

Moved by Mr. Owen Vandages, seconded b My Mr. W. C. Sumner, That this meeting is a same in famer of an extension of the Northern R. R. from Callowingwood to Owen Sound, and believe that this town would grant a liberal be for that purpose, and that a Convention be held in the townt of Owen Sound on the lat day of June, to consider the subject, and that each municipality represented by two delegates.

of motion; His Working the Marce and Mr. W.A. Stephens were appointed as delegates to the Convention.

chaire | Order in Council _Wass to the St.

12 MAY 1870

ONTARIO, THURSDAY MORE

The Ontario Narrow Guage Emilways Belfour Ma Surposs, President of the Tooffered That Sagebous, Frences or in 10-recte and Riplestog, and Mr.: Gordon, President of the Toronto, Grey, & Bruce, accompanied by Mr. George Luidhaw the eriginal presinter of the narrow-guage system of railways in the Province of Ontario, have come ever on a visit to this country to make arrangements for the rails for their reads. The companies THE which these gautlemen represent, are so strongly bessed by the load aupital of Causda both as regards municipal benuzes and private subscription lists that no and private superspined like that and 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 gentlement only came here as a matter of expanenty. at as they received several offers before they left Montreal from contractors, capital-ists, and bankers to supply them with all ists, and bankers to supply them with all the additional capital they needed on the bonds of their companies, but at a rate which lelt 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 Gaunda.

These Toronto roads (says The Montreal Herald, the leading commarrial newspaper of the chief city of the Daminion) have been designed very much under the direction of Mr. Leadidaw, and his views of the facts which should govern the construction of such works appear to V PRI H. B. of the a fine Plants 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 narrowguage roads will be sompstent to do all
the business effered 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 harse the capital invasived in them, are paying to per cent, upon \$20,000, \$40,000, and in case of the Great Western \$70,000 per mile. "Taking the lowest of these but re-turns, which we believe is on the North-ern, with a traffic which is chiefly derived may l their from lumber such as may be expected from any road that is pushed up into FOTO follor from any road that is pushed up into a lumbering bountry, narrow-guage roads may be bailt for little more than two thirds of the cost per mile for which the Northern gives a return of 6 per ceat, and this without any allowance for smaller working expenses. Private capitalists, however, who invest their cases in the at 9 Whit Hote working expenses. Private capitalists, however, who invest their means in these schemes stand in a much better position kins. for a return on investment than that which the is represented by the probable return on the entire cost, inasmuch as the various municipalitie through which the new roads are to run, or at which they will roads are to ruo, or at which they will touch, have contributed half the cast not in the way of stock or loan, have as a fice yift or bound. Thus the roads, supposing they are built, as we see no reason to doubt, for something like the estimated cost of \$14,000 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 ould ls de I re- securities. The interest payable by the muche 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 paperities of these roads has an communded itself to some of the ablest utrabusiness men in that city that Means, Gooderham & Worts, than whom there are no shrowder operators in Outsito, have embarked \$130,000 in the Toronto Grey ort of & Bruce, and the Toronto and Nipasing roads. In one may or another something like two-thirds of the cost of the roads w its time have already been provided in Canada. It was recently reported from Ottawa it' he that a large part, if not all, of the additional capital still required was offered by the Toronto Rolling Mills Comfor-His pany and the Bank of Montreal in tooney and rails, but this offer was not accepted because it is believed that better terms can be obtained in a larger money market; become Mearra Shedden, the President of sible; an be truc, when the Toronto & Nipissing Rathway Gordon, of the Toronto & Nipissing Rathway Gordon, of the Toronto, Grey & Bruen Railway; and Laidlaw who is a director of both roads, virit Ekoland, where they expect to during the state of the , 31r. .rahly of cau dispose of borals and make other necessary bart of these enterbries in the control of seasons of bringle marcial seasons on norms and mare other necessaria o morpablic

thy all

k that

the coming sesson.

truff

13

12 MAY 1870

All Estremes are Error, and the Truth lies Detween.

Orangeville, May 12, 1870.

law, the projector of Narrow Gauge Railways, who is now in Great Britain, for late copied 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 Murkoka; and in Stisted and Chaffey in Nipissing; in Ferguson, McKellar, and Christie, in Parry Sound; and in Sabwdown 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 Guelph 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.

09

III US

an i

the

\$13

COLL

he h

had

SWO

stat

COLL

but

take

and

WOL

thei

whe

Mel

The

he I

affic

TOW

Cln

the

80.

ate

par

injı

biti

ter

bec

one

fer

opt

113-6

WIL

tur

use

now street, drawd y one ild see

ance

ndon

mely

had!

tion:

d to

. I?

Fiva

when

feli

e one

ret

, and

Liand

seed :

thans-

M if

bim.

awled

WAS

cheer the okease d, garesentao., on white chairs o filled

uristing on pigon-pie ever since.

970.

EI-OI

Irn-

fith

und

Da-

ork

the

ILE.

ELIET.

LL.

JUN

11

to, Le

8

RAILWAY MATTRES. - Mesers. Thos. (libson, of Wroxeter, John Blesser, Reeve of Turnberry, J. Perkins, of Howick, and Dr. Worthington. were at Toronte 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 inspection, and after a close investigation, they are convinced that the statements made by the delegation, at the meeting in Wroxeter, are true to the letter. The surveyors, engineers, etc., will commends to run the trial lines next week, if the weather in the mean time be favourable.

EXETER

generally competed 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 citizens 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 beentaking 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 progressing with the road. We understand that they were accompanied by one of the officials, along the route, who showed them all they wished 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 doing, but they declined the honor. We expect to be shortly enabled to give a full report of their proceedings.

-WROXETER

HE 13 MAY 1870

-BWEVALE

Hereut re are much wile: DUT LOe them: trouble to the or auch tal pos-

arm, to

afalgar

broug-

ay carr." suid up, pnd ed with

augh of two big y to her

ind then oping-os-'all Mall w happy seen givul for it

agrecable wo ought a London.

are powerless to carry the intention into effeet.

TOKONTO, GREY & BRUCE RAILWAY.

in at VI'll 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, eulverta, trastles, 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 Mesars: McDowell and Gowdy, who have taken a contract of five miles and a half of thelline 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. Mesars. 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. understand that contracts have been let between the Grand River and Arthur. and that along the whole line, where bill 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 hitherte lunktiown on Canadiau railways.

coter has t good oroc by I to ac

patro

J IL

and:

call.

19 MAY 1870

Uni day 45 g.s. aisi Hot

CUD:

VET. WL and 141

> Ve the ML DIE ih ţiri TI

nh (on

1 te - 6-25 in the G but money was expected. Swept l'oint, 3 Sell-EXTENSION. THE RAILWAY Full applican ie lire half of The Convention for the purpose of con-Palion buildin; were sidering the extension of the Northern Railpected t way from Collingwood to Owen Sound, Will. tus will was held yesterday in Coulson's Hall, a full operatio deputation being present from the Northern ke: re-In th there locality. Wm. Miller, Esp., took the connect chair, and Mr. Creasor acted as Sec. illiam gian Bi : cleurandred way of There were present the following delenot will Fort 1 HS WHA comme Owen Sound-Wm. Miller, and W. A. a were Stephens: it after Georgi hours. Systenham - H. Reid, J. Calvert. lay the 7casela St. Vincent-C. R. Sing, J. H. Burnett. Jeendy, Sault n potac Collingered-W. White, Jon Rorke. Sound entire Derly-K. I. Frost, Mr. Johnston, CCRSAT) Euphrasia-Jas Paterson, Jas. Knott. ue that; during Keppel-Meases Pitman and Mills. ie Chiboth t at Gra. Suravak-R. J. Doyle, J. Creasor. next (-in the The following resolutions was adopted. replied Moved by R. J. Doyle, seconded by J. Wb. liks not Burnett, That it is the opinion of this Conbe ligh vention, that a bonus of two hundred and nel have Georg seventy five thousand doilarn would be voted have tutre that by the Muncipalities of North Grey for the Lake extension of the Northern Railway, from Christ that dir. Co . . . wood to Owen Sound. Sound -Sydenham, through her delegates, exeed con-Island to work presed her willingness to adopt the meaning (2 ligh ET- 15 (10 for the extension. Island lo not at It was moved by C. R. Sing, seconded by that t arquette. C. R. White, that the Mayor of Owen Sound, Mr. Rorke, Mr. Reid and the mover, he appointed a committee to correspond vith the with Mr. Comberland in relation to the tiere 11 such felt, proposed extension of the Northern Railike both road to Owen Sound, and to make him a brycars tender of the offer of this Convention, and sw. and if necessary to give notice of application for alone need into a charter for said extension. Present Mr. Pitming that this Convention adjourn up for a to meet in Owen Sound on the 1st Wednesit was day in July, and that the Reaves and Deer much puty Herres of Holland and Sullivas be noland, for rifled to attend. men may. The meeting then adjourned. thet the A full report will appear next work. r calr be; Off the Track -- It is stated that aping man. lication has been made by Alexander Gid-Bank of sou, of Culron, to quash the Railway By. n's uriage law for illegality. The Telescope is of opin a con a distance for that the application will be successful, as 100 Brut Alliberthure in reason's any doubt that the sabe inturies. I mission of the by his was illegal in many respects. Road Work - The Committee runyman, Streets and Parks will meet on His Street, a committee to be to a number of jobs, such as disching, grading. one who graveling, planting de We would recomgar of any spend for their easig consideration the ea thengen let adition of the side walk leading to the Post a who can dilling there is in a very had state for an dilling and the choice here. fane liter. To Correspondents -

he will Meaford. Not being a recognized authority

OSA 2 JUNE 1873

TOWNTO, CHEY & BRUCE HAILWAY. As the construction of this important

the

of

nce

eli-

re-

ish-

ge,

ohn

Sir.

or the wor

WREN

gument, t

tion to th

points in i

school, me in Orkuge argument

It is the v

ample is o

or culture and it is however I ible oppor

the quest

the editor

anter of t ing what foreign el befog the

Weshall to wande we allow

den poin him of th

municipi Society

and int

against !

lany, at

pipcomj

but mu fels it to

agoinel

nitucks tions of to live a

but we the vict

the rust eility of

The it has c

our de

ductive

lesson 1

flentivo

country moroia

the old

futed ;

der the approp

fatile i alaim 1 condu

The A

en ert

pled i tiser's

dation

inguir

the pi

Pattu

truste and h witho

meeti

perpe

for th

hims

and Cour

fatte

were

thing

Al

the of railway will inaugurate a new era of presperity in the large and populous section of country which it is designed to serve, developing new resources, and affording increased facilities for the axions of axiotics industries much pansion of existing industries, much interest is naturally folt in the progress of the undertaking. To satisfy inquiry on this point, we went over the line from 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 there-fore 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 acctions, the first extending from Weston acctions, the first extending from Westen to Bolton, the second from Bolton to Orangeville, and the third from Orange-ville to Arthus. During the winter months all the timber required for bridges, trestle-work, culverts, cattle-guards, fending, ties, &c., was cut and delivered at convenient places along the line, the xondway was cleared, and some nno, the total way was teated, has a wrong arrogress was also made in the heavy areavations at the Humber, and at the Ridges in Caledon. With the opening of apring, Mr. Shanly had the different sections subdivided into small divisions, which he let to sub-contractors; the force which he for the authorite desired was largely increased, and the work of grading was almost simultaneously commenced all along the line, and has been since continued with the largest and largest plan average to a small be had a small be had a small be a small be had a small tine, and has been since continued with great viggr 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

approaches to and from the Humber, and is about one mile in length. It is let to Mears. Gowdy & Denuis, who have twenty-five men and eight teams grading. The work on this division is parhaps the heaviest on the line, the largest fill tak-ing 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

The fourth division, there miss and 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.

consequence of a misuacerstanting about the right of way. This difficulty has since been settled, and iMr. Carroll has again commenced work.

The eighth division embraces six miles, of which two are graded. Mr.

ope, how-but that of peace. o was just Morrison, the contrator, has 37 men and the chartes of the teams engaged on the remainder, stiod: which he expects to complete by the the

OS 16 June 1870 1/2 Boeking politics ! ist who fare, by The Au squabble

to the lla bua r Bay, troops e in ex-through us is a in been hunters. himself several ng skill, al possi-dition is ch Fort ular ano forming 1 rectify. ders and English, English in their

then the Rumore stance to

force of

IWEST.

bril-T. most aport vast Danait at for the ties and rails. The first division, which extends five ower. The first division, which extends he nile from Weston, is let to Messrs. Green and Wilkinson, who have thirty-five men and seven teams duily 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 scoond division includes the appropriatelys to and from the Humber, and itent. irtant Hard and The bliery, being owing Lions e and ed to Turon. knows be as mullet vill be of the

built. The work on this section is well-indvanced, 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. Shauly himself.

Three miles and a half-are graded, and twenty-six men and ten teams are emiployed on the remaining mile and a half. The work on this division will be com-pleted by the middle of July. The fourth division, three miles and a

thirty-two men and ave teams engaged on this division.

The afth division, three miles in length, is let to Messrs. Walker & Burms, 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 fitteen men employed, and with this force expect to have the work on his force expect 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 atopt in consequence of a misunderstanding about the right of way. This difficulty has been statted and this force.

10th of August. The work is generally light.

20

WY

he

DK

bo

ad

D-

Co

As

ih

at

it

ot.

al

'al

.0.

d,

料料

if

Ie

of

心思

Бе

:ta

le.

ira

ID-

00

rat

ed

ID

ъ-

ıd.

le-

LIB

DE

LOT

ral

nd

II-

ies

he

m-

'国癌

r0-

d.

ar

31-

30-

ns

na

Y.

In th

LOWII

Mcl

ful 1

and

HLDA

preu

BLTGE

INOY:

that

Cou

abge

due

antil

As I

poll

to fe

The

dist.

apú

ab u

vert

the

for

DIEL

one

Soci

the

grui

its i

The

son,

het

tion

育48

Mo

Agi

diet

Mr.

offi.

pffi.

ble

but

LIVE

Byo

Clin

COU

Tu. dca

Fail

res how

Car

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 fitteen 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 aix 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 seventeer 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. OS 16 June 1870 212

ABUSE NO ARGUMENT.

of last year. All spring crops are in a Jubby forward state. 11 WINGHAM HE 17 JUN 70. tui-R. R. - The surveyors of the T. B. & G. R. R., uedare expected to pay us a visit about the latter 1 1 th part of this or the beginning of the next week. IMPROVEMENTS. - Mr. Win. Bowers, is erecting 1150 a large workshop on Front Street, into which he intends removing in a few weeks. Two merch-:tink solvi auts from Paisley have bought a village lot, on ores! which they intend building a large brick store . 011 this summer. At a meeting of the ratepayers in e inthis village, it was unanimously agreed to build 151/1an additional class-room 24x30 ft., to the comprize mon school building this summer, the present uron class-room being wholly inadequate to accomol'atdate the large number of pupils attending this B C.I'school. tions Buainess. - Business is considerably brisker er of than it was during the spring months. Owing to med. the recent rise in the grain market, many farmers ctors have commenced teaming out their wheat, which of the has been hourded up in their gramaries all winter, sting and as the sales of wheat are generally accompar. It nied by the sale of goods, our merchants' faces Bell, are beginning to wear a less clonigated ap-Eall pearance. the Dominion Day .-- We intend celebrating the or all natal day of our young Dominion, by holding a us. 18 mammoth pic-nic, on the flats of the Maitland; snelit and as the site selected is one of the most cligible. nhall and delightful on the banks of the river, we feel . pay confident that both old and young will be able to diden: enjoy themselves to their hearts content.

1

I

Distance of the last of the la

T

t

-

was essenced in Orangeville, but reserved in Orangeville, but reserved judgment.

ary, 1889, halyester, hanged to differ and the first and the The BOMINION PAOIFIC RAILWAY.

Mal Gro. LAIDLAW, who is well-known to most of our readers as the projector of the Toronto, Grey & Bruce of the Interests of Canada.

This gontleman is devoting his energies to providing means for the construction of a Dominion Pacific Kailway, and at the same time, in connection with that undertaking, to develope anoually an extensive emigration to cur vast posessions in the Northwest.

This proposed line is to extend from the western shore of Like 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 capitalist to invest in it, he proposed that the Governments in brested 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 nake 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 she principle of the existion of large free grants of public lands for such a purpose there could be only one opinion. Without an inducement of this kind, no dapitalist would touch such a purpose there could be only one opinion. Without an inducement of this kind, no dapitalist would touch such a purpose there could be only one opinion. G '70. ed in from from 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 stiracing. Unither in a short time a large population.

To setle the country through which the railway is to pass is the object-dimed at by Mr. Laidhaw 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 project company will be able to take annually from ten to twenty thousand able-bodied laborers from a class new desirous of emigrating, but whose means do not enable thom 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, it provide them with continuous labor at the ratio 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 accertain time, however, not to be chargeable to the company. The rate of passagemoney is to be set down at the low rate of twelve addars, which would be deducted out of the armount payable 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 ban noronosed by Mr. Laidlaw for the side held lues. line 10 2 of il 11105 need N west aral jobs: for 2 Mela will Reid from :085 side l first In lai must Mr fore t Carri Inst B Such, in brief, is the substance of the plan proposed by Mr. Laidlaw for the construction of a Canadian Profile Railway, and the settlement of the country along the itee. It has certainly much to recommend itself to the attention of the Government of Canada, and also to that of Great Heitain; for white we require the railway, Great Britain; rewaites of monempleyment for tens of thousands of monempleyed abborrs. Besides, if our New Dominion; to extend from the Allantic to the Pacific, it will be absolutely necessary to have the bost possible means of intercontamunication between its various parts, otherwise it is uscloss to think of keeping pormanously 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 grountry along the line with a bardy, moral and industrious population, which would form a nucleus destined to grow up into a mighty people. Such, in brief, is the substance of the 1 resider the 12 Tu will b Тив the No ing for MR. oheane making On son of

THE UROPS.—As the harvest senson approaches crop reports begin to float round amount our exchanges. Wheat

08 30 JUNE 1870