

BLUEVALE.

T. G. & B. R.—Engineer Robinson, and his staff of Surveyors, and men, have, already, passed this village, and are, now, as far as Wingham.—They report very favorable of this line.

BOXING.—Mr. Thynne, and wife, met with a serious accident, on Friday afternoon, last, while taking a drive. The horse was young and full of life, and the driver inexperienced, and incapable of managing the beast, and the result was, that the horse ran away, and threw them both out of the buggy. Mr. Thynne escaped with a few bruises, about the head and face, but Mrs. Thynne was more unfortunate, having sustained considerable injury about the body. However, we are happy to state, she is progressing favourably.

CROPS.—Since the very copious rains, about three weeks ago, the weather has been very hot and dry, and the late crops are suffering considerably, for want of more rain. The meadows in the Tp. of Turuberry, are very heavy, and some of the farmers have already commenced to cut the clover. The early spring grain, wheat, barley and peas, looks splendid, and promises fair to produce abundance.

WROXETER.

B. B. MATCH.—A match is being arranged between the married and single members of the Methodist Club, Wroxeter.

WEATHER'S EYE.—We have had some intensely hot weather of late, and rain is much needed.—As a general thing the crops in this section look very well, but on the low grounds they are beginning to get very yellow, still a good heavy shower of rain would put them all right. Haying operations have commenced, and the crops are good. Fall wheat, however, will be a poor crop, though we have noticed some fields looking very well, but such cases are few and far between. Peas, barley and oats look splendid, though they are beginning to show the effects of the want of rain. Potatoes look well.

RAILWAY MATTERS.—The Toronto Co. have had men employed for some time, in running a trial line from Arthur to Kincardine, and judging by the way in which they are pushing things, they will soon be through. They were in the neighbourhood of Wingham last Saturday. The line passes north of Leechville, through the south end of Wroxeter, crosses the gravel road at Mr. Macgregor's farm, thence north to Bluevale, through the land line, and then on to Wingham. The Engineer's say that the expense of building a railway through this proposed route, will be less than expected, and less than the average cost of construction.

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[From the London Railway News.]

NARROW GAUGE RAILWAYS IN CANADA

We are glad to see that the value of narrow-gauge railways as feeders to the leading trunk lines are being appreciated in Canada, and that practical steps are being taken to carry them into effect.— Mr. Ludlow has for some time past advocated the construction of cheap railways in the Dominion, having been induced thereto by the success which has followed the working of the system on the Portmadoon line, of which very full details have on various occasions appeared in *The Railway News*. As will be seen from the prospectuses in another portion of our paper, two schemes are now proposed, of an aggregate length of something like 400 miles, which, when completed, will prove valuable, not merely to the districts through which they run, but also as feeders to the Grand Trunk line. The schemes are not submitted to the capitalists of this country without having previously been fully discussed in Canada, and the best indication of the approval given to these schemes is to be found in the fact that a very large portion of the capital has already been subscribed in the Dominion. The railways will not cost more than about £3,000 per mile, and the mortgage bonds now offered are to the extent of only £1,000 per mile, thus affording very complete security for investments in these undertakings. We regard these cheap lines, connecting as they do the Grand Trunk with the interior of the country, as most valuable auxiliaries to the present railway system of Canada, and as such, not least than on account of their intrinsic merits as cheap railways, they should meet with very considerable support by all interested in Canadian railways.

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Professional gentleman. I believe
am correct in stating that the cost would
probably be between \$14,000 and \$15,000
per mile, \$300,000 would therefore be required
to cover half the average cost of the road.
Use of the deputation here stated that the
difficulties to be encountered in building the
road between Meaford and Owen Sound were
not so great as Mr Cumberland had repre-
sented, but it was generally admitted that
there were serious obstacles and engineering
difficulties between Meaford and Owen Sound.
Mr. Cumberland then enquired what the
last debentures issued by the Corporation of
Owen Sound were sold for.
The Mayor stated they realized 90; another
gentleman 93; but the meeting accepted 90
as a fair average.
Mr. Cumberland stated that 10 per cent
would be a fair discount to be allowed on the
debentures, and took it for granted that if the
\$300,000 were raised there should be no diffi-
culty in having the Railway built at once,
and in his opinion, as before expressed, at
\$14,000 to \$15,000 per mile. Further, from
what the deputation had stated he believed
that the debentures would be quoted about 90.
There is one important and absolute con-
sideration from which there is no escape.
Before anything can be done it is necessary
that the requisite Legislative powers and
Local By-Laws should be obtained, and this
must rest entirely with the people themselves.
It must be distinctly understood that the
Northern Railway Company will not interfere
in any way with this part of the work.
The Northern Railway Company is so
peculiarly situated that it cannot engage in
the raising of money for extensions, but in-
dependent of this fact, I think on considera-
tion you will admit it would better for the
townships to take this part of the business
entirely into their own hands, so far as muni-
cipal contributions are concerned—I wish it
to be understood that we cannot interfere in
that matter. It is for you to consult the
majority of the people, and if you finally
decide that a railway is to be built, why then,
I don't doubt that the debentures would
be readily taken up, and you will then be in
this position. You will have it in your power
as an independent Corporation to lease the line
to this Company, and with this advantage,
that you then will be freed from the expense
of furnishing the line with engines, cars and
rolling stock of all description. This we shall
do, and I can only again assure the deputation
that if after mature consideration they
determine that a Railway shall be built, and
that the Railway is to be the Northern, we, on
our part, shall be most happy to assist you in
every way, and I myself cannot see anything
to prevent the line being built at once.
The Northern Railway Company, I am
proud to say, is the roughest and best paying
line in the Dominion, and by its strength it
is able to assist its objects put forward by its
neighbors. Our working expenses are ex-
ceptionably low. They stand now at 50 per
cent, but I hope we have not yet reached the
highest point of economy.
But it must be apparent to every sensible
thinking man that we cannot undertake to
raise new capital. The Northern Railway is
not as many suppose a stock company. It is
exclusively a bonded company, and were we
to attempt to issue new bonds they would
have to be placed in front of the old bonds.
You may imagine yourselves what the pre-
sent Bondholders would say to such a pro-
position. I think you will at once admit that
they could not entertain it for a moment.
They would naturally say as yourselves
would say, why should we permit this?
The building of the extension would not
improve our dividends, but it might have a
costly effect. We are sure now of one sin-
gle cent, and we are not disposed to run the
risk of this being reduced and property de-
preciated.
If you will as I suggested obtain the ne-
cessary Legislation and secure the By-Laws as
an independent Corporation then we shall be
very glad to assist you in completing the
undertaking, and I think the Northern can-
not enter you as much as any other Railway.
There is one point upon which I have not
yet spoken, and it is this: The Northern Rail-
way and the Toronto, Grey and Bruce are
quite united on one matter—they have both
decided not to have any fighting. If you de-
cide that it would be to the interest of the
districts to have a Narrow Gauge route, we
shall not say you nay. But if you think it
would be to your benefit to have an extension
of the Northern Railway, we shall, as I have
previously said, be very glad to assist you.
But there must be no pretence. To be com-
petent with you, I must tell you that when I dis-
covered your letter requesting me to meet you
I at once communicated with Mr. A. B.
McMaster, President of the Toronto, Grey and
Bruce Railway, acquainting him of the facts,
and inviting him to accompany me to Colling-
wood. I stated my views to him, and I am
pleased to say they were entirely in accord-
ance with his own. The decision is therefore
non-competition. I do not wish you to be
rank or last, as to which line you will choose;
but on behalf of the proprietors of the Nor-
thern Railway I must say we shall always in-
stist upon the traffic from the west of the
Georgian Bay and upper lakes as being tri-
butory to the Northern Railway, and it will
be for you to say whether you will com-
bine with and share that effort, or whether you will
take all the rights of competition.
You must also bear in mind that it is essen-
tially the policy of Toronto to get into Bruce,
and she will spare no effort or expense in
effecting this. The question therefore is, can

of getting a railway.
Dr. McGregor repeated that he did not
believe Holland and Sullivan would give
"one red cent" towards the project, and
argued that it would not be to their interest
to do so.
Mr. Beattie said, significantly, that
they would rather like a railway for nothing,
or for as small an amount as it could be
had; but he did not think five votes could
be got in favor of the extension.
Mr. Burnett, Deputy Reeve of St. Vin-
cent, said that it would be built if it takes
half the homes in the townships. He
would not deny the interests of the eastern
townships: but was opposed to the Narrow
Gauge. So long as a railway builds up a
town, we all must prosper, and Owen
Sound would in all probability be the
Metropolis of this section, when the iron
horse entered it. He instanced Toronto,
and marked its growth in size and popula-
tion; and why not Owen Sound be a counter-
part of its wealth and greatness. He urged
the men of the west not to dally too long,
but to at once take hold of the Northern
Extension.
Mr. White, Reeve of Collingwood, asked
whether the Toronto, Grey and Bruce
Railway had a charter?
Dr. McGregor said the original charter
was sufficient.
The delegates from Holland and Sullivan
then left the room.
Mr. R. J. Doyle spoke at some length in
regard to sectional interests, but was sur-
prised at the spirit in which the question
was met. He could not believe that the
Narrow Gauge would ever come here; but
that Kincardine would be the terminus,
after crossing the Wellington Grey and
Bruce. It would not pay for the rival
lines to run nearly parallel with each other.
It is time for us to be in earnest in this
matter, and leave selfishness at one side.
Mr. W. A. Stephens did not believe that
Toronto cared which project was carried
out, as in either case it would reap the har-
vest. He read a piece possessed of some
possessed of some rhythm and Peter Mac-
dalliteration, from a written letter, advocat-
ing the Northern route.
The Mayor expatiated the eastern men
from any desire to retard the project, and
pledged the assistance of Owen Sound in its
furtherance.
Mr. Linn said that Derby would also
support the scheme.
Some desultory conversation followed, of
a favorable nature, and, after passing the
following resolution, the Convention ad-
journed, to meet at the hall of the Execu-
tive Committee:—
Moved by Mr. Burnett, seconded by Mr.
Rocha, That in the opinion of this Convention
the commission from the Northern Rail-
way, proposing to build an extension of the
Northern to Owen Sound for \$300,000 in
debentures, or \$175,000 in cash, is satisfac-
tory; that this Convention will use their best
endeavors to accomplish the scheme; and
that the convention approved at the last meet-
ing of this Convention give the proper notice
of intended legislation at the next session
of the Parliament of Ontario, and to take such
other steps as they may see fit until the next
meeting of this Convention, and that Mc-
Doyle be added to that committee.
The correspondence of the Toronto, Grey
and Bruce Railway, in describing the country around
Sault Ste. Marie, a few weeks ago, stated
that it was about the last part of Canada in
vegetation, and that there were thousands
of acres of land there fit for cultivation, and
offering more attractions to settlers than the
Marquette District. This information sur-
prised a good many people, the general
opinion being that the country up there was
a barren wilderness. We are glad to learn
now that another part of Canada, which has
always been considered good for nothing, is
really valuable in an agricultural point of
view. Mr. Wm. Griffin, of Little Current,
writes to the effect that, since the 25th Jan.,
he has been using potatoes and peas of this
year's growth. He adds:—"I should
think this sufficient proof as to the fertility
of the soil, and the mildness of the climate
of this island. Both the potatoes and the
peas were grown in the open air and without
any special attention being paid them."
After this it cannot be said that the great
Marquette is good for nothing.
Volcanoes, which have almost disappared
from this country, are still all the go in
Europe. Volcanoes, even, are reported
from all parts of the continent.
At the Tammany Hall Fourth of July
celebration, in New York city, Governor
Hoffman was nominated as Tammany's De-
mocratic candidate for President in 1872.

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14 July 1870
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most fastidious traveller. W. O. L.

Narrow or Wide Gauge.

To the Editor of the Owen Sound Advertiser.

Sir.—Perhaps you will allow me space for a few words on the subject of railway communication, an important one to many of your readers.

Some few townships among those likely to be benefited by the extension of the Northern R. R., via Meaford, to Owen Sound, appear to hesitate in promising their assistance, preferring to have, if possible, the Narrow Gauge line coming centrally through Grey to Owen Sound.

For Owen Sound itself, there is no question but that the Northern extension would be the best, as it would greatly increase, while the Narrow-gauge would not improbably decrease the business of that town. But to the inhabitants of the townships I have mentioned, I would beg leave, as a supporter of the Northern extension scheme, to remark that they are now offered a good railway, on condition of paying, comparatively, a very small bonus. I would remind them that for years Bruce offered \$100,000 to any company building a line there, but none accepted the offer. If they let the present chance slip, it is not likely to return. In the first place, the narrow gauge is not likely to come to Owen Sound. Its destination is Kincardine, unless a very large subsidy can be procured from Grey. It is also generally understood that the two lines had better divide the country—the Northern taking Owen Sound—the Narrow gauge the more westward portion. But if the Narrow-gauge were obtainable, it is not, in the opinion of many, comparable to a broad one. Its advantage is its cheapness—a cheapness understood to be procured, to a great extent, by the number of curves it allows. Now, if we remember right, almost all railway accidents take place at, or in consequence of, curves, we shall have some reason to doubt whether the straighter broad-gauge be not the safest. This, it is said, will be neutralized by running the narrow-gauge trains slower. Well, but then we have the unpleasant prospect of being stuck all day in a car, going to Toronto, instead of half a day, which is quite long enough, and much too long to be pleasant.

The whole matter is this:—The Narrow-gauge offers a cheaply-built line, and is an excellent thing for those who can get no better. I hope it will prove equally as safe as the wide, but I fear there is reason to doubt it. Trains cannot always be kept from putting on speed, and if they go at speed over many curves, danger must exist. As to the reported safety of Norwegian narrow-gauges, I do not give it full credence. Any one who has observed the working of railroads, knows that, as far as possible, all accidents, collisions, etc., are "hushed up." How do we know how this may be the case in Norway?

But, at present, we are offered, for a small bonus, connection with what is undoubtedly one of the best and safest lines in Canada, on which we may depend for tolerably quick time, and security for life and property. We are offered this as cheap, if not cheaper than the narrow line can be got, if it can be got at all. Surely there should be no cause for hesitation.

Finally, I will remark, there should certainly be no unwillingness on the part of the more distant townships to contribute their share. St. Vincent, from which place I write, is willing to pay a liberal share, although her benefit will not be nearly so great as theirs. We can always, (there), get at least ten cents for wheat over Owen Sound prices, and we do not expect to gain more than five cents per bushel by getting a railway. Owen Sound and the adjacent townships will gain fifteen. They should, therefore, give a larger bonus than we, but they are not asked to.

The upshot of the affair will probably be, that if the scheme be not generally agreed to, the nearer townships, being determined to have the road, will build it to Meaford instead of Owen Sound—an extension which will perfectly content them, and which, being a very easy line to build, can be procured at an average cost per mile much lower than by extending it further.

R. W. PHIPPS.

St. Vincent, July 20, 1870.

To Correspondents.—"MAPLE."—Communication received, for which our thanks are due, but the subject is not one of moment to our readers. Will be happy to

After a such a the dut ly and s to Eurc Mr. to-night eer with nounced the con elaired the prop dora of Europe give al saddle v for suba inform: project certain powers abery.

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OSA
28 July 1870

To the Editor of the *Advertiser*.

Sir,—The last *Durham Chronicle* contains a letter from George Jackson, Esq., M. P., on the subject of an extension of the Toronto, Grey and Bruce Railway from Arthur to Durham. Previous to the publication of this letter it was known to a few, that an effort was about to be made to extend this road to the latter village, and further it was understood that the Directors of the Road were the originators of a proposition having this object in view. We do not blame our Durham friends, at least as a body for doing the best they can for themselves, at the same time they must not blame us if we use our efforts to defeat any scheme that is designed for the especial benefit of the latter locality, when there is a practicable Railway scheme before the public that will serve a much larger section of country, including the village of Durham. The most extraordinary part of this new scheme is, that it would appear to have originated with the Railway Company. Do these gentlemen intend this as an answer to the offer made to them of \$300,000 to build their road to Owen Sound? This offer was made by a large majority of the representatives of the Municipalities of Grey interested in the construction of the Road, and this offer the Directors have not, as yet, condescended to either accept or refuse. We are, to say the least, in common courtesy, entitled to a definite answer to this proposition. Had it been accepted or were it even now accepted, there is every reason to believe that the amount could be raised. If notwithstanding all that has been said by the Directors, individually and collectively, they have abandoned the intention of terminating at this point, the people interested have a right to know it.

Mr. Jackson tells us that \$100,000 is to be the inducement to produce the line to Durham. It appears difficult (at least to those not behind the scenes) to understand why the Directors should prefer \$100,000 to extend to Durham in preference to \$300,000 to extend to Owen Sound. And in fact the offer really amounts to only \$20,000, for I am credibly informed that the \$20,000 voted by Mount Forest will not be paid if the line terminates at Durham, although they have no objection to an Owen Sound termination.

Mr. Jackson seizes upon the fact of some of the residents of one or two of the Municipalities which were represented at the Railway Convention held at Markle's hotel last Spring (and who were parties as he terms it to the "joint action") now advocating an extension from Collingwood as a pretext for lending himself to this new Durham scheme. Mr. Jackson will have to give a more substantial reason than this for his action, before he leads people here to believe that his pretext is anything more than a sham. The ambitious little village of Durham again looms up as a stumbling block to extended railway service for this county, but it is to be hoped that the petty interests of the village will not be allowed to come in conflict with the interests of the County. I believe it will be conceded by the advocates of the Collingwood extension that without the material aid of Holland and Sullivan the required bonus cannot be raised, if even it could with their assistance, which there is grave reason to doubt. It will also I think be admitted (Dr. James Kennedy to the contrary notwithstanding) that assistance from that quarter cannot be had in view of an extension of the Narrow Gauge, even to Durham. It would therefore be folly to abandon the project of extending the T. G. & B. Railroad to Owen Sound on so flimsy a pretext, and the advocates of the less than half way arrangement must expect and will receive the most strenuous opposition.

Yours, etc, S. J. LANE.

Owen Sound, 9th Aug., 1870.

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To Correspondents.—Half-breed I,

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11 Aug 1870

proprietor. The managers have our best wishes for the continued success of the *Herald*.

Mr. J. Gordon, President, and Mr. G. Laidlaw, Director, of the Toronto, Grey & Bruce Railway Company, have returned from England, whither they had gone to purchase iron and locomotives for the Toronto, Grey & Bruce Railway. They were eminently successful in their mission.

AGRICULTURAL SHOWS.—Center Wellington Agricultural Show will be held at Fergus on Thursday and Friday, September 29th and 30th. Minto Show will be held at Harriston on Wednesday, September 28th; Pilkington, at Elora, Friday, September 23rd; West Garafraxa, at Douglas, Saturday, October 1st; Cardwell Agricultural Show will be held at Mono Mills on Thursday and Friday, September 29th and 30th.

THE CALEDONIAN GATHERING at Toronto, on Monday, brought together the most distinguished athletes in the Dominion to compete at the various games, and as it was understood that Mr. R. R. McLennan and Mr. Donald Minnie, the champion athletes of the world, were to enter the lists, a large number of spectators gathered to witness the trials of strength and skill. There could not have been less than ten thousand persons present. We expect, next week, to give an account of the various games, and a list of the victors.

THE NORTHWEST.—The expedition to Manitoba appears to be making good progress, its advance guard, at latest accounts, having reached the Lake of the Woods, which is within ninety miles of Fort Garry, so that the troops may soon reach their destination at their designated locality by Mr. R. H. Allen, bids fair to become the great reaper of the day, being by far the most economical of any one in present use. With a boy driving and two men binding, it will accomplish 8 to 10 acres a day on land free from stumps and stumps, and on stumpy land it will do what any other machine can. The binders are carried on a frame on one side of the machine, and by means of an apron, similar to that of a thrashing machine, the grain is conveyed into a concave from which the binders take it and tie it into sheaves without any raking, which, as every one knows, is more than half the binders' work. At a recent trial of reapers in the county of Haldimand, the Cayuga *Advocate* of the 15th of July, in referring to the match, says: "There were nine entries, half an acre of ground being

very hard fighting succeeded in turning their position. The Prussians, in this engagement, captured a piece of artillery and 500 prisoners. The losses in killed and wounded on both sides were heavy.

Severe battles were fought at Saarbrücken and Worth, on Saturday. Both the French and Prussians occupy a line extending from Sierck to Weissenbourg, a distance of about seventy miles; and on Saturday the Prussians commenced a steady and regular advance along the whole line. At Saarbrücken, the troops under General Von Steinmetz attacked the French under General Froissard, and, after a severe struggle, compelled them to retreat. The Prussians occupied the town, which the French had partially destroyed to avenge their defeat. Details of this engagement have

been and Worth, though fiercely contested, do not appear to be of this character, and in the absence of fuller details, and more reliable information respecting them, it is impossible to estimate their true bearing on the war. Prussia has no doubt achieved a victory; but from the despatches transmitted from the seat of war, it is impossible to say whether the defeat suffered by France is irretrievable or not. The Prussians will, in all probability, follow up the advantage they have gained and force the fighting, in which event the French, who have retreated to their own soil, will use every effort to regain their lost laurels, and fight with the desperation of men defending their own homes. A battle is imminent, and it will be one of the utmost importance to the contending powers.

COL. WOLSEY'S PROCLAMATION.

THE FOLLOWING is the text of Col. Wolsey's Proclamation to the people of Manitoba.

To the Loyal Inhabitants of Manitoba:

Her Majesty's Government having determined upon stationing some troops amongst you, I have been instructed by the Lieutenant Governor commanding in British North America to proceed to Fort Garry with a force under my command. Our mission is one of peace, and the sole object of the Expedition is to secure Her Majesty's sovereign authority.

Courts of law, such as are common to every portion of Her Majesty's empire, will be duly established, and justice will be impartially administered to all race and classes; loyal Indians and half-breeds being as dear to the Queen as any other of her loyal subjects.

The force which I have, the honor of commanding will enter your Province, re-

THE removal of the United States duty on sawn lumber has greatly increased the trade at Ottawa.

NEW ENGINES.—Yesterday two engines from England passed over the G. T. R. for the Toronto Grey and Bruce Railway. They are light, well constructed, and appear to be well adapted for that class of Railways.—*Bellville Intelligencer*.

THE NORTHERN RAILWAY COMPANY have just completed at Collingwood a commodious new building as a boarding house at a cost of over \$8,000. It has been erected for the exclusive use of the men employed on the line.

CAPT. RICHARDSON, who in years past was long and favorably known as Captain of the Transit and Chief Justice Robinson steamers that plied for many years between as being "sunk" upon our distant coast, was swept away, down to the bottom, by a storm has not been witnessed in the history of living man.

THE first consignment of iron for the Toronto and Nipissing Railway having arrived, and the remainder being on its way, the *Uxbridge Journal* trusts the contractors will push the grading to completion, so that the track may be laid without interruption. One locomotive, built at Kingston, is now ready, and the contract for the tank houses has been taken by Mr. Wheeler, of Uxbridge, who is bound to complete the one at Scarborough junction within ten days.

THE *Collingwood Bulletin* learns that Mr. Cunningham, station master of the Northern Railway at that place has received notice that 250,000 bushels of

time stationed Mrs. Ruthert brother of Mr. ville. He has children, who off Grey.

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THE CALEDONIAN GAMES.

THE CALEDONIAN GATHERING held in Toronto on Monday and Tuesday, the 8th and 9th of August, was a grand success. About 12,000 persons were present, to see the games and sports, which were probably the nearest approach to an olympiad, ever witnessed in America. A large number of athletes competed for the prizes, and displayed skill, activity and muscle, in the highest degrees of perfection, and development.

Mr. R. R. McLennan, of Glengarry, the Champion Sledge Thrower of America, and Mr. D. Dinnie, the Champion Sledge Thrower of Scotland, were present, and attracted general attention. McLennan stands about six feet two inches, and weighs 216 lbs. As a model of symmetry and power, his figure could not be surpassed. Dinnie stands six feet one inch, weighs 215 lbs., and possesses great muscle. It was expected that these champion athletes would contend for a gold medal offered by the Hon. George Brown, and the championship of America; but Dinnie, to avoid defeat, refused to enter the lists, and Mr McLennan was awarded the gold medal and was duly recognized as the champion sledge thrower. His throw was 18 lb. hammer, a distance of 139 feet 9 inches. He also won the silver medal for the light hammer, which he threw 196 feet. His brothers F. and A. R. McLennan, who are also fine athletic fellows, won the second and third prizes, throwing the heavy and light hammers, the former sending the heavy hammer 139 feet 6 inches, while the latter threw it 103 feet 6 inches. Special prizes were offered for throwing the heavy and light hammers without the swing, but for these none of the McLennans entered, and they were therefore awarded to Dinnie. Mr. R. R. McLennan also won the first prize for throwing a weight of 56 lbs., which he flung 31 feet 6 inches; A. R. McLennan received the second for a throw of 28 feet 10 inches, and F. McLennan the third for a throw of 27 feet 9 inches. Dinnie declined to compete in this game, on the ground, that he was not accustomed to throwing with the swing; but a special prize being offered for throwing the weight without the swing, he entered, and was awarded the prize for a throw of 21 feet 6 inches. No one threw against him.

In tossing the cuber—a huge cedar, 16 feet 8 inches in length, and 8 inches in diameter, at the but—Dinnie carried off the first prize, and Peter Brazeeu, a French Canadian, the second. In throwing the Stone Dinnie received the first, and A. R. McLennan the second prize. Among the athletes present besides the McLennans and Dinnie, P. Brazeeu, T. Russell and C. Burges, deserve particular attention. The jumping and vaulting of Brazeeu and Russell, both of whom carried off the prizes in these games, from Dinnie, surprised every one; while Burges, who headed Dinnie in the foot race, was much admired for his fleetness.

In these games Canadians showed themselves possessed of superior skill and muscle. Dinnie, who has for thirteen years contended against the best "experts" of Great Britain, and always proved the victor, and who recently visited America to contest the championship for throwing the sledge and fifty-six pound weight, and defeated all competitors in the United States, declined to enter the list against McLennan, on the pretext that he was not accustomed to throw according to the system in vogue, but really to save his laurels; while in jumping and running he was beaten by Brazeeu, Russell, and Burges. The gold medal for the championship of America remains in Canada; but it is to be regretted that a trial did not take place between McLennan, the wearer of this medal, and Dinnie, so that the championship of the world might be satisfactorily decided. The McLennans acquitted themselves in a manner to reflect great credit on Canada, and we are rejoiced at the success which attended them in the various games.

The crops throughout the Province of New Brunswick are very promising.

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Orangeville and Vicinity.

Fire in Rain.—Mr. Wm. Greene, of this Township, had his house destroyed by fire one evening last week. Everything was lost, the family barely escaping with life. No insurance, and the loss heavy.

The Oats.—The weather for the past few days has been all that could be desired, and farmers have taken every advantage of it in securing the grain already out. Fall wheat promises to turn out well, and spring wheat will be an average crop. Root crops promise an abundant yield.

BARRIE has been declared a town by the Lieutenant-Governor's proclamation. It has three wards, and a council of nine members, including the Mayor, whose election will take place next January. We congratulate the citizens of Barrie on this addition to their dignity and importance.

GREAT complaints are made about the injury to spring wheat by blight in the vicinity of Mount Forest, and from a specimen shown in the office of *The Examiner* the injury threatens to be serious. Fall wheat turns out well, and root crops, especially potatoes, promise an abundant yield.

not but with Mr. Allen success in introducing this and various other improved machines into this locality.

TELEGRAPH TO ORANGEVILLE.

THROUGH the representations of Mr. Holden, we understand that the Montreal Telegraph Company intends to extend its wires from Toronto to Orangeville, and that, in the course of a few weeks, our citizens will be in direct telegraphic communication with the metropolis of Ontario, and, through the network of telegraphs centering there, with the principal cities, towns and villages of Canada, and the great commercial centers of the United States and Europe. Mr. Holden, in this important matter, has done a service for which the public will feel grateful.

The advantages of the telegraph, like many other achievements of science and art, are seldom appreciated until they have been once enjoyed. To the grain dealer and merchant, electricity is almost an indispensable agent in the active operations of trade; and to the farmer it is no less important, as it places him in immediate communication with the ruling markets of the world. So important a part is played by the telegraph in the commercial transactions and social relations of life, that a telegraph office is pointed to as one of the best evidences of the progress of any village or town. The tourist or traveler visiting a place where a telegraph office is opened, feels that through its wonderful agency he is in instant communication with home; and the grain dealer or merchant enjoying its facilities, is free from doubt and embarrassment in his calling, as it places him in possession of the state of the ruling markets daily, and frequently enables him to effect transactions with profit to himself and advantage to others,

which, if dependent on the unfrequent and uncertain stage coach, he would never undertake. The telegraph is, in short, a boon to all; and the people of Orangeville will be gratified at its possession.

Of the Montreal Telegraph Company, who will construct and operate the line to Orangeville, *The Monetary Times* very justly remarks that it has, without doubt, been greatly instrumental in developing the resources of Canada by the perfection to which it has brought the telegraph system, and the net-work of wires which it has spread over the country. The Company has progressed steadily with the progress of the country, and is identified with every corner of it. Its history embraces a period of twenty-five years, and its character is free from any taint of jobbery or corruption. Its operations are now carried on over more than ten thousand miles of wire erected in this Dominion. The success of the Company has, no doubt, been a public advantage. Its failure would have been little less than a calamity. The energy and zeal of Mr. H. P. Dwight, the Western Superintendent, has had much to do with the success achieved, and to him the public is largely indebted for the net-work of wires which have been erected, and we have little doubt that he will still keep pace with the fullest requirements of the business of the country.

The Franco-Prussian War.

that Bismarck is the real commander of the French army, while the Emperor is the mere nominal head.

A son-in-law of Count Napoleon Daru has gone to Châlons with 2,500 French troops as a reinforcement to the French army. It is said the French commissariat is wretched, and provisions utterly inadequate.

FRENCH AUTHORITIES WITHHOLD NEWS.

Official information about the recent losses is still withheld, and Paris is exasperated by the bad faith of the Government, which had promised to give all the news. While McMahon admits the loss of 15,000 out of 18,000 men engaged, Frossard's losses at Saarbrücken are wholly unknown. Instead of intelligence the Government telegraphs from Metz that showers fell last night.

THE GERMAN FORCES.

The German forces between Rastatt and Cologne are said to aggregate 750,000 men. According to the *Paris Siecle* 250,000 German soldiers are now in Lorraine.

NAPOLEON'S DOWNFALL.

M. Thiers is reported to have said that the empire was ended and a republic inevitable. The people of Paris denounce the Emperor's bad generalship, and say that McMahon was beaten for lack of support, while Prussia to-day has Alsace, and to-morrow she will have Lorraine.

THE NEW MINISTERS—CORPS LEGISLATIF PROCEEDINGS.

PARIS, August 10.—A new ministry was formed to-day. The list of names is as follows: Count Palikao, Minister of War; De Latour d'Auvergne, Minister of Foreign Affairs; Henri Chevreau, Minister of the Interior; Grand Perret, Minister of Justice; De Gencouilly, Min-

ister of Marine; Public Works; Minister of Public Instruction; Minister of President of

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THE HURON EXPOSITOR.

Mr. A. of urgo ith- On the ring orie-ek, omi-ad- that that country, of which he was about to speak, might shortly be united to our Dominion, so that the bounds of the Dominion might stretch from ocean to ocean. He wished for a speedy accomplishment of this object, not so much because he considered that such a union would advance the commercial interests of both countries, but, because, in his opinion, it would have a very beneficial effect upon the religious interests. After giving a description of his first journey to British Columbia, which was in 1859, and the geographical position of the country, the Rev. lecturer went on to speak of

THE CLIMATE.

which, he said, was variable, as the Colony of British Columbia was very extensive, but on the whole, a more healthy climate could not be found on the face of the earth. The climate of Vancouver's Island, also, take it the year round, was most pleasant and favourable.

THE SOIL.

The old cry which had been raised about the soil of British Columbia being so barren, rocky, next meeting of Council he would move to repeal the By-Law passed last year, to borrow \$2,000. The Council then adjourned.

A. P. BELL, Clerk.

GORRIE.

RAILROAD.—Mr. Robertson, the engineer of the T. G. & B. R. R., was in the village, this week, and says, it is quite certain that the Company will accept the line surveyed, which passes through the village, and the station is to be seventh-eighths of a mile west of Gorrie, which station is to be the station for Wroxeter and Gorrie.

WROXETER.

RETURN MATCH.—The return match between the "Maitland" B. B. Club, of Ainleyville, and the "Shoo-Fly," of Wroxeter, will be played on the grounds of the former, on Wednesday the 31st August.

PIC-NIC.—The annual picnic of the Wroxeter Union S. S. children, was held in a grove on the banks of the Maitland on Friday last. About 100 children sat down to dinner, and, altogether, the affair passed off very pleasantly.

TRIAL-LINE.—The trial-line between Arthur and Kincardine will be completed next Thursday, 18th August. The By-Law granting the bonuses will, shortly afterwards, be submitted to the people, and, if satisfactory, the works will be immediately proceeded with.

AINLEYVILLE.

WATERS.—Farmers are now busily engaged with harvest, which promises to be good, excepting

half of them have no post office near them. The result of all these delays, and they are very annoying, is that the stage reaches its destination two or three hours later than it would, were a little more vigor and promptitude infused into its management. The Clinton stage invariably reaches Wingham, at least, two hours before the Senforth stage reaches Morrisbank, and the mail would reach Bluevale that much sooner if it came the longer route by way of Clinton and Wingham.

2nd. Passengers are continually subjected to insolence and abuse. Proprietor and driver both appear to be actuated by the same principle, and that is that all the passengers are captive rogues

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trive the national honor, will fight with drop and brilliant valor. The French have also the advantage of being near their base of supplies, and can readily bring up reinforcements to supply their losses; while Prussia, although its army is 750,000 strong, is in an enemy's country, in continual danger of being cut off from its supplies and reinforcements, and, in the event of a defeat, of being surrounded and overwhelmed. The further advance of the Prussians therefore would be attended with great peril; and as the role of invasion has seldom been played without disaster, it will be well for them if their present, in the event of their being driven back, do not prove a greater disadvantage than their advance has been a triumph.

Reported for The Sun.

Grand Entertainment at Charleston

SUPPER TO MR. R. R. McLENNAN

Over One Hundred Persons Present

Mr. R. R. McLENNAN, was entertained in a grand supper and presented with a complimentary address by the employees of the Second Section of the Toronto, Grey & Bruce Railway, at Mr. Dawson's Hotel, Charleston, on Thursday evening, on his return from Toronto and Montreal, where he had successfully competed against Donald Dinzie, the champion athlete of Scotland, for gold medals and the championship of America, for throwing the sledge and a weight of 55 lbs. The supper and address, while very fittingly celebrating the prowess of Mr. McLennan as an athlete, and his victory in the contest for the championship, shows also the respect and esteem in which he is held by the contractors and employees of the railway. Isaac Harris, Esq., Reeve of Caledon, occupied the chair, and P. Miller, Esq., the vice chair. Mr. E. Morrow discharged the duties of secretary. Over 100 persons were present. On the chairman's right sat Messrs. M. R. McLennan, J. Anderson, J. Thompson, C. Sproat, and T. McDowell; and on his left, Messrs. A. Snyder, J. Lindsey, A. N. McDonald, D. H. McLennan, W. Parsons, and W. G. Dennison. The vice-chairman was supported on the right by Messrs. W. J. Lewis, W. C. Armstrong, J. Paisley, and D. Morrison; and on the left by Messrs. A. McLennan, W. Stubbs, W. B. Dodds, J. Middleton, and J. Sanderson. Among those present, we noticed Messrs. J. Hammond, G. Killean, R. Menzies, W. Sykes, W. Bailey, W. Robinson, F. McLennan, J. Rayburn, and many other leading men whose names we did not learn.

The supper, which had been got up regardless of expense, was served in a large hall adjoining the hotel. The tables were laden with the best of everything, and the whole was served up in a style which reflected great credit on Mr. Dawson as a caterer. After all had attended to the wants of the "inner man," the usual toasts of "The Queen," "The Prince and Princess of Wales," and the "rest of the Royal Family," as well as the "Governor General of Canada," were proposed and heartily responded to, after which

Mr. E. Morrow read the address from the employees of the Toronto, Grey & Bruce Railway to Mr. R. R. McLennan, expressing their esteem and regard for him, both as a citizen and as superintendent of the road; congratulating him on his victory in the contest for the championship of America in the athletic games, and wishing him many years of unalloyed happiness to wear the badge of honor which he had so gallantly won. The reading of the address was received with applause.

THE CHAIRMAN said that it afforded him great pleasure to present the "guest of the evening," Mr. R. R. McLennan, with the complimentary address which

the men of any other part of the world. (Cheers.) He thanked them heartily for the kind manner in which they had received him, and for so generous an expression of their esteem and friendship, and resumed his seat amid much applause.

Mr. J. THOMPSON, Paymaster on the Toronto, Grey & Bruce Railway, sang, with fine effect, a song entitled "The Champions, or, McLennan of Glenarry," written in commemoration of the athletic games in Toronto, on the 8th of August, by Mr. Alexander McLachlan, of Erin. The song was received with rapturous applause.

"The Army and Navy of Great Britain," coupled with the "Canadian Volunteers," was then proposed and drunk with enthusiasm.

Mr. W. PARSONS responded. He was glad to be present to do honor to one who so highly deserved it as Mr. McLennan; but he did not feel that his experience as a military man qualified him to reply to the "Army and Navy." As a Volunteer, however, he had seen some service, having been called out during the Fenian Invasion of 1866; but the invaders had been driven from the country before his company had fairly received marching orders. He was glad to be connected with the Volunteers.

Mr. MENZIES sang a comic song, entitled "Isn't That a Nice Sight for a Father," which was well rendered, and loudly applauded.

"The Educational Interests of the Country" was proposed by the Vice-Chairman, and responded to by

Mr. A. McLENNAN in a brief but effective speech. He was surprised that a plain farmer like himself, whose ears were deafened by the clatter of the thrashing machine, should be called upon to respond to a toast, to which but few could do justice. He had come to honor one who, while he had not neglected the intellectual, had so well developed his physical powers, as to be an honor to his country in the athletic games in Toronto; but he did not expect to be called on for a speech. He would say that our Educational Institutions, though yet in their infancy, were equal to any in the world. Our Universities were presided over by some of the ripest scholars of the day, and some of the ablest men of the age had graduated in them. They were exerting an influence on society, which would be transmitted to future generations, and whose good results could not be overestimated. Canada had just cause to be proud of her educational institutions, not only for what they had already accomplished, but for the bright promise which they held out in the future. The speaker resumed his seat amid much applause.

Mr. J. THOMPSON sang "Canada, Our Home," in a style which called for a rapturous encore, in response to which he gave with fine effect "When the Kye Came Home."

"The Commercial Interests of Orangeville" was the next toast, and

Mr. J. LINDSEY responded in a brief but appropriate speech. He was happy to do honor to Mr. McLennan, who had done honor to Canada at the athletic games, and who was also doing much to promote the commercial prosperity of Orangeville by hastening with commendable despatch the construction of the section of the Toronto, Grey & Bruce Railway over which he was superintendent. When that road was built the commercial prosperity of Orangeville would be assured. (Applause.)

Mr. J. ANDERSON, on rising to respond to the toast, was received with enthusiastic cheering. After returning thanks for the hearty manner in which he had been received, he said that Canada occupied a high commercial position, and that as its agricultural resources, upon which its commercial interests entirely depended, were fully developed,

at the conclusion of the games, when Mr. Brown presented to the champion the massive gold medal which was to commemorate his victory, and when the Hon. Sandfield Macdonald, with the enthusiasm of a Glasgow man, warmly congratulated him on his success and prowess. But there were also other athletes who competed at the games both in Toronto and Chicago, whom he was proud of as Canadians. Messrs. A. R. McLennan and F. McLennan, brothers of the champion—and veritable sons of Aank—distinguished themselves in the various games in Toronto, while D. H. McLennan, who competed at the games in Chicago, outstripped all American competitors. (Cheers.) After some remarks on the influence of athletic games, and sports on national character, the speaker resumed his seat amid much applause.

Mr. T. SANDERSON, being loudly called for, he responded by singing "Riunigan's Wake" in a manner which elicited great applause.

"The Engineering Staff of the Toronto, Grey & Bruce Railway" was given from the chair, and responded to by

Mr. C. SPROAT, who gave some interesting particulars of the progress of the railway, the engineering difficulties which had to be encountered in constructing the road, and the success with which they had all been surmounted. After appropriately referring to Mr. McLennan's efficiency as superintendent, he congratulated him on the noble manner in which he had distinguished himself at the athletic games, and resumed his seat amid applause.

Mr. J. THOMPSON being called on for a song, gave "Molly Ban," in a style which we have not often heard excelled.

"The Maritime Provinces" were proposed by the chairman, and, being duly honored,

Mr. P. MILLER rose to respond amid much applause. He said that it afforded him great pleasure to respond to the toast as a native of the Maritime Provinces, which now formed a part of the great Dominion of Canada. They were very limited in area compared to the other Provinces of the Confederation; but size was not a measure of greatness. The Maritime Provinces, and particularly Nova Scotia, had produced many eminent in literature, law, and politics, and some able warriors also. Judge Halliburton, the author of Sam Slick, a work abounding in the quaintest humor, the sharpest wit, and shrewdest philosophy, distinguished himself not only in literature, but also in jurisprudence. Dr. Tupper and Mr. Howe, who represent the Maritime Provinces in the Canadian Legislature, are eloquent orators and able statesmen; while Sir Fenwick Williams, the Hero of Karr, and John Inglis, who stood the brunt of battle at Lucknow, are famous as soldiers. In the Crimea, Robertson and Stevens also proved their patriotism and heroism, and were the first to plant the red cross banner on the parapets of the Redan. In enterprise and natural resources, the Maritime Provinces were not behind the other Provinces of the Confederation. They had extensive mineral resources, such as gold, coal, timber, &c., their fisheries are worth many millions of dollars annually, their shipping is equal to that of any country in the world except Great Britain; their harbors are safe and commodious; they have extensive manufactures; and several important lines of railway. As an instance of the enterprise of the Nova Scotians, it would be sufficient to point to Samuel Cunard, who established the first great line of ocean steamers between the new world and the old. He felt proud of being a native of the Maritime Provinces of the Confederation, and small as their area is compared with the other Provinces of Canada, they form an invaluable acquisition to the great Dominion of which they form a part. (Great applause.) It was in Nova Scotia that he first met Mr. McLennan, and

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him, both as a citizen and as superintendant of the road; congratulating him on his victory in the contest for the championship of America in the athletic games, and wishing him many years of unalloyed happiness to wear the badge of honor which he had so gallantly won. The reading of the address was received with applause.

THE CHAIRMAN said that it afforded him great pleasure to present the "guest of the evening," Mr. R. R. McLennan, with the complimentary address which the secretary had just read. The friendly feeling existing between the superintendent of the railway and the employees did credit to both. He became acquainted with Mr. McLennan soon after the turning of the first sod of the Toronto, Grey & Bruce Railway, and that acquaintance had ripened into the fastest friendship; he was therefore happy to present their honored guest, who in the contest for the championship of America proved the superiority of Canadian skill and muscle, with the warm and cordial address of the employees of the Toronto, Grey & Bruce Railway. (Applause.)

Mr. McLENNAN, on rising to reply, was received with repeated cheering. When the enthusiasm had somewhat subsided, he said that he was pleased to meet so many of his friends, and thankful for the great honor they had done him, not only in providing so excellent an entertainment, but also in presenting him with an address which he would preserve as an enduring memento of their cordial friendship and regard. Since coming to Canada, he had made many warm friends, and he hoped that whenever the course of events rendered their parting necessary, they would part as friends. (Applause.) He believed that the employees of the railway reposed in him the fullest confidence; he had always acted fairly toward them, and toward all with whom he had any business transactions on behalf of the railway; and so long as they performed their duties properly, he trusted they should have no reason to find fault with him. He had never attempted to wrong any one, and though there are but few men superintending the construction of railways who have not made some enemies, either through their own fault or the imprudence of those with whom they are necessarily brought into contact, his lines had fallen in pleasant places, between him and the employees their was no misunderstanding, but the best of friendship, and he was not aware that he had any enemies. (Cheers.) Reference was made, both in the address presented to him and by the chairman, to the part he had played in the athletic games in Toronto and Montreal, and respecting that subject he would say that he did not compete at the games for the mere pecuniary value of the prizes, or any distinction which he himself might acquire, but for the honor of Canada, and particularly of that part of it which he claimed as his native place, the County of Glengarry. (great applause) where men were to be found equal not only in muscle, but also in sterling principle, to

section of the Toronto, Grey & Bruce Railway over which he was superintendant. When that road was built the commercial prosperity of Orangeville would be assured. (Applause.)

Mr. J. ANDERSON, on rising to respond to the toast, was received with enthusiastic cheering. After returning thanks for the hearty manner in which he had been received, he said that Canada occupied a high commercial position, and that as its agricultural resources, upon which its commercial interests entirely depended, were fully developed, it would become one of the leading commercial nations of the world. Its commerce had grown rapidly, and to accommodate its increasing requirements, the seas were covered with Canadian shipping, and the country itself was overspread with a net-work of railways and telegraphs. The merchants of Canada were an enterprising body of men, and had made great sacrifices to promote public enterprises, and increase the general prosperity, and to their efforts were to be attributed the numerous lines of railway which intersected the country. They had cheerfully advanced capital to construct these important public works, and though many of them had never received any return from it in the shape of dividends, their liberality and enterprise had greatly benefited every interest. The farmer, the manufacturer, and, in short, every class of the population, found a ready market in which to sell and buy to the best advantage, and skilled and unskilled labor found profitable employment. He would not say that all this was due altogether to the commercial interest, but much of it was undoubtedly attributable to the foresight and enterprise of commercial men, and whatever blame might be attached to them on account of practicing a little of that sharpness in trade which characterized the dealings of the Yankee pedlar, who sold basswood hams for good bacon, (laughter) they would always be identified with the progress and prosperity of the country. (Applause.) He did not come to speak on commercial subjects, however, but to do honor to Mr. McLennan, who had done honor to his country at the Caledonian Games, (applause) and who had nobly won the proud position of champion athlete of America. (Renewed applause.) The contest for this honorable distinction was open to all; Dinnie, the champion athlete of the Old World, was present, intending to contend for the honor, and his appearance elicited general admiration; but when McLennan—the "great Glengarry man," as he was called—and there are great men in Glengarry, and the greatest among them are the McLennans—entered the arena, Dinnie's courage forsook him, he declined a contest which promised nothing better than failure, and McLennan was recognized as the victor, and his victory heralded by repeated cheers from the multitude. When he threw the hammer, which weighed 18 lbs., a distance of 133 ft. 9 in., the feat was received with unbounded applause. He felt prouder of being a Canadian at that moment than at any time during his life, except, per-

and several important lines of railway. As an instance of the enterprise of the Nova Scotians, it would be sufficient to point to Samuel Curd, who established the first great line of ocean steamers between the new world and the old. He felt proud of being a native of the Maritime Provinces of the Confederation, and small as their area is compared with the other Provinces of Canada, they form an invaluable acquisition to the great Dominion of which they form a part. (Great applause.) It was in Nova Scotia that he first met Mr. McLennan, and saw him exhibit at the Caledonian Games there those feats of skill, activity and strength, which have rendered him famous as an athlete. He was happy to join in this demonstration in his honor. (Applause, amid which Mr. Miller resumed his seat.)

"The Agricultural Interests of the Country" were then proposed, and responded to by

Mr. J. HAMMOND, in a very happy manner. The agricultural interests were the foundation upon which all other interests rest, and any injury which they suffer affect all trades and classes.

"The Toronto, Grey & Bruce Railway" was proposed, and received with cheers.

Mr. J. THOMPSON, the Paymaster of the railway, responded in a happy and effective speech. Before many months elapsed, he hoped that one of the narrow-gauge engines, now in Toronto, would be traversing the iron track around the hills of Caledon, under a full head of steam, the harbinger of better times to the farmer, and of a new era of prosperity to the country through which it passed. (Applause.) The men who were at the head of the railway had the interests of the country at heart, and were making every effort to complete it as far as Orangeville this fall. Both the company and the contractor were pushing the work with commendable despatch, and notwithstanding the scarcity of labor, he had strong hopes that many months would not pass by before the hills of Caledon would re-echo the welcome scream of the locomotive. (Cheers) Thanking them for the manner in which they had received the toast, Mr. Thompson resumed his seat.

Mr. T. McDOWELL gave an encouraging report of the progress of the work on his section, and said that if the line were not completed this fall, it would not be Mr. Shanly's fault. (Applause.)

Mr. D. H. McLENNAN sang "Paddy's Land" in fine style, for which he received the plaudits of the company.

"The Sub-Contractors of the Toronto, Grey & Bruce Railway" was proposed, and responded to by

Messrs. D. Morrison, W. J. Lewis, W. B. Dodds, and A. N. Macdonald, in capital speeches.

"The Employees of the Railway" followed. Mr. E. Morrow and others responded in a few appropriate and well-chosen remarks.

"The Host and Hostess" was responded to by Mr. Dawson; "The Press" by Mr. Foley, and the "Ladies," by Messrs. Anderson and Miller.

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BERLIN

MORNING, AUGUST 25, 1870.

Several volunteer toasts were proposed and responded to in a spirited manner; after which a vote of thanks was tendered to the Chairman, and the company separated at a late hour, well pleased with the evening's proceedings.

Orangeville and Vicinity.

BURGLARY.—The residence of Mr. P.

shot at that D back I at on the C about. firm, four perial Aft the] from

OS

25 Aug 1870

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Toronto, Grey and Bruce Railway COMPANY.

NOTICE is hereby given that the Map of Plan, and Book of reference relating to the Course and Direction of the said Railway, and the land intended to be passed over and taken therefor required by the Provisions of the Statute in such case made and provided, have been duly examined and certified, and copies thereof deposited in the office of the Clerk of the Peace for the County of Peel, and also in the office of the Provincial Secretary for the Province of Ontario, at Toronto.

Dated this 15th day of July, A. D., 1870.

W. SUTHERLAND TAYLOR,
Secretary to the Toronto, Grey and Bruce
Railway Company. 645-5t



Toronto, Grey and Bruce Railway.

General Meeting of the Shareholders.

THE Annual General Meeting of the Shareholders of the Toronto, Grey and Bruce Railway Company will, in accordance with the By-Laws of the Company, be held at the Offices of the Company, corner of Bay and Front Streets, in the City of Toronto, on **WEDNESDAY, 11th day of SEPTEMBER, 1870, at the hour of 12 o'clock, noon.**

By order of the Board.

W. SUTHERLAND TAYLOR,
Secretary.

Dated at Toronto, this 2nd day of August, A. D., 1870. 645-5t



Toronto, Grey and Bruce Railway.

Special General Meeting.

NOTICE is hereby given to the Shareholders of the Toronto, Grey and Bruce Railway Company, that a special general meeting of the said Shareholders will be held at the offices of the said Company, in the City of Toronto, on **MONDAY, the 24th day of SEPTEMBER, A. D., 1870, at the hour of Twelve o'clock, Noon**, for the purpose of giving to the Directors of the said Company the sanction of the said Shareholders to the issue by the said Directors of the bonds of the Company, under, in pursuance of, and for the purposes declared in the 21st section of the Act of the Legislature of the Province of Ontario incorporating the said Company.

And Notice is Hereby further Given, that the Special General Meeting advertised to be held on the 23rd day of August, 1870, for the purposes aforesaid, will not be held on that day, but in lieu thereof the Special General Meeting of which notice is hereby given, will be held on the 24th day of SEPTEMBER next.

By order.

W. SUTHERLAND TAYLOR,
Secretary.

Dated at Toronto, this 2nd day of August, A. D., 1870. 645-5t

MONEY TO LOAN

BT

26 Aug 1870

sent to burg to on Bel- to the	to the Town. Before removing they intend to sell off the whole of their valuable furniture on the 10th of September next.	holiday — ar were closed the day of his peculiar seniors, as to see their rattling dri ty of amuse their attent noon was jumping, contested Streetville clubs; and ics', Bram clubs beati afternoon a trial of al
gram's Berlin Queen, nt vic- The desir- letters hat the stantial of the rought	Albion Again. — A man named John Ture, working on the Narrow Gauge Railway, was brought before Geo. Evans, Esq., of Bolton, Albion, on Saturday last, on a charge of being drunk and disorderly in the public streets, and using abusive language. He was fined \$15 and costs, and in default of payment sent one month to jail at hard labor. He was drunk when arrested — drunk when tried — and drunk when delivered to the jailor here. Query. — How did he get his liquor along the road to jail? Commend us to a tavern keeper for punishing drunkenness.	
WS. ckcloth	Lacrosse Club Supper. — On Monday evening last, after the day's amusements were over, the Lacrosse Club and a num- ber of their friends, partook of a supper,	

Brampton Times

TST

26 Aug 1870