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RAILWAY DELEGATION.—The delegation from the village Council composed of the Reeve, and Councillors Crawford and Kilgour left here yesterday morning, to confer with the directors of the Tarbert to Gray and B. Railway, with regard to the line coming to this place. We hope they will be successful in their mission, and steps taken that will clear up the very unsatisfactory state Railway matters have been in of late. It is to be feared that from the exposed manner lately with respect to the affairs of the company, the board will not bear a position so decided to carry through its resolution as to further extension of the line from Arthur.

MFC 1 Sep 1870

To the Editor of the Atwaterian.

Sir.—I herewith hand you, for publication, a letter from the President of the Toronto, Grey and Bruce Railroad Company, from which it will be observed that the Company decline the offer of this Association to extend their line to Owen Sound. They still profess a willingness to carry out their original proposition, that is, to build the road for \$400,000, but give no explanation why we are to be deprived of the benefit of the Toronto bonus. If \$400,000 was a fair proportion to demand from this County, previous to obtaining \$250,000 from a source not at the time anticipated, it is manifestly an unfair proportion to demand now. A satisfactory explanation (if possible), should be given by the Directors on this head, if they expect to get a bonus of \$100,000, and unless they can give such explanation they have no right to demand it. It is not a sufficient explanation to inform us that there has been a rise in the price of material and labor.

The question now is, what is to be done next? If the directors are possessed of a shadow of the spirit of fair play, they cannot take lead in preparation to build their road to Durham, or to any other point this side of Mount Forest, than they will accept to build it to Owen Sound. —They cannot, for instance, say to the townships of Normandy, Egremont, Banting, and Guelph, we will take \$20,000 each from you, and extend the road to Durham, and say to them Sound, you shall pay \$30,000; to Rydham, you shall pay \$30,000, to Holland, you shall pay \$30,000, and so on, the same as originally demanded, if you want the road built to Owen Sound. Why should we be asked to do more in proportion than other municipalities? and we are willing to do as much. It cannot be necessary to remind the Directors that the municipality of this Association is not by itself, and it is at my insistence, as it stands, is to take part in the northern main junction here, yet the first claim to consideration. If this course is adopted, and it is manifestly the only straightforward course that the Directors can adopt, that the rail must be built to Owen Sound, if it precipitates the County.

I understand that Mr. Jackson has written

an ill-lettered, the C. V., to the railway

matters, in which he says, referring to

Walkerton — "This ultimate scheme stands in the way of larger interests." Mr.

Jackson and I fully agree on this point, al-

though Mr. Jackson seems to me to

be ignorant, as far as I am concerned, of

the fact, that Mr. Jackson had in writing

of "Meeting at Durand," I say nothing

to say what he has said in much more forcible

language.— Yours &c,

S. J. LANE,
Warden of Grey, Owen Sound.

DEAR SIR.—Referring to the letter of the Vice-President of this Company, addressed to you on the 21st April, I beg to inform you that, in accordance with the terms of that letter, the proposition made by you, Dr. McGregor, and Mr. Hopkins, on behalf of the Roers and Deputy Roers of Grey, to obtain for this Company, from the County of Grey, a bonus of \$300,000 for an extension of our line from Mount Forest to Owen Sound was brought before the Board almost immediately on the return of the Deputation who were absent in England, and I was requested to communicate to you the views of the Board on the subject.

The Directors, while again acknowledging the public spirit on the part of the representatives of the County which led to the offer being made, and being still anxious and willing at the earliest possible moment to extend their line to Owen Sound, after mature deliberation have requested me on their behalf respectfully to decline to undertake the proposed extension for the sum named. They have come to this conclusion, believing that the road cannot possibly be built for less than the amount already asked for by this Company, viz., \$400,000.

As you are aware, the bonus which the promoters of this Company originally required from the townships of the County of Grey was \$400,000, afterwards reduced to \$400,000 by a deduction to Normandy and Egremont. — The Directors feel that since the date when that offer was made, instead of being reduced, the Bonus ought properly to be increased, as the prices of all kinds of Railway material and labour have since that time risen fully 20 per cent. This Company however is still willing to abide by their original proposition, and will undertake the construction of the line through Grey to Owen Sound for a bonus of \$400,000. For a less sum than this, taking the difficult nature of the country, and other drawbacks into consideration, that is found to be impossible to build it.

The earnest desire of the Board is to

carry out the original intention of the pro-

moters of the Company, and build the line

through Grey to Owen Sound; but the in-

terest and welfare of the Company require,

that in doing so a fair share of the expen-

se should be borne by the county.

Hoping that you will at your earliest

convenience communicate the views of the

Board to the gentlemen interested,

I am, Dear Sir,

Yours very truly,

S. J. LANE,
Warden of Grey, Owen Sound.

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NEW ADVERTISEMENTS THIS WEEK.

Newspaper of the Queen—John Ross.
New York Journal—John Ross.
Advertiser of the Month—John J. McKenna, Attorney.
Advertiser—Dr. McLean.
Advertiser—Mr. G. W. Martin.
Advertiser—Mr. W. H. Stevenson.
Advertiser—Mr. F. A. Whiting.
Advertiser—Mr. W. H. Stevenson.
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A SPLENDID OFFER.
In the first number of the "Spartan" subscription to "The Illustrated Monthly Magazine" is \$2. That we may bring our journal to every house in the place, we have arranged with the publishers to give a copy of "The Illustrated Monthly" for one year for \$1.25. "The Illustrated Monthly" combines the most interesting features of all the best periodicals. It is full, comprehensive and well illustrated. It contains articles on all subjects written in all the various departments, including Music, Poetry, History, Biography, Art, Science, &c., &c. It is published monthly, and is intended for the general public, and is particularly designed for the use of students. It is a valuable addition to any library, and is well worth the price of \$1.25.

The "Spartan" is now in its second month.

Hamilton and Dundas, pic-nicked in Oakville last Monday.

LIEUT. COL. JARVIS, of the Ontario Battalion of Riflemen, is directed to the command of the Garrison of Fort Garry, on the withdrawal of the regular troops.

A RAILWAY ENGINE made its appearance at the Fergus station, on Saturday, for the first time. The track is now just about completed, and regular trains will be running to Fergus in a short time.

SOCIAL.—Mrs. Parsons, will give a social at her residence, on Wednesday evening next, in aid of the New Wesleyan Church Fund. A general invitation is given.

A GAS COMPANY has been formed at Guelph with a capital of \$30,000. Directors have been elected, and the Town Council called to pass a by-law incorporating the company.

THE STATEMENT of the Post Office Savings Bank for the month of July shows that the Receiver-General has on hand \$1,873,054, and new deposits have been received amounting to \$180,139.

GOVERNMENT has decided, on allowing Postmasters, Collectors of Customs and of Inland Revenue, to receive the copper tokens of the Banks of Montreal and of Upper Canada, the Banque du Peuple and the Quebec Bank at one and two cents.

THE MUTUALS of Hamilton played the champion Maple Leaf Base Ball Club of Guelph, at the latter place, on Saturday, for the silver ball. The players of the "Ambitious City" were, however, courageous, scoring only nine to the seventy-nine of the Guelph boys.

REPORTS from the township of Mintabie state that this fall wheat turns out of excellent quality, but not much of it. Spring wheat is somewhat damaged by midge and blight; peas and barley good oats splendid; and potatoes never looked better. Turnips, so far, present a healthy appearance.

THE MAPLE LEAF STORE is a first-rate place to purchase groceries for family use. As will be seen by an advertisement in another column, Mr. T. MacAdam keeps constantly on hand, every thing usually found in a grocery store, and of a very superior quality. Give the "Maple Leaf" a call.

AN ORDER has been issued prohibiting fishing by means of nets or other apparatus, without a license or a lease from the Marine and Fisheries Department, in all waters of the Provinces of Ontario and Quebec, except tidal streams. Another order, in Council sets apart certain streams in Ontario for the natural and artificial propagation of fish.

THE TORONTO, GREY & BRUCE RAILWAY CO. has informed the Council of Mount Forest that as soon as the bonus voted by that village in aid of the railway is deposited with Trustees, the line between Arthur and Mount Forest will be placed under construction. As the Company has decided to do with the bonus the extension of the T. & B. Railway is assured.

THE PRUSSIANS have adopted an ex-ellestaphon for identifying their dead. Military men, to carry his name and address with him on a piece of parchment, which he is to attach to his uniform when going into action. These labels will be gathered by the ambulance officers from the breasts of the dead, and the names will be published and forwarded, according to the addresses by the Government. Machines are already at work to cut the 490,000 parchments that are required by the army.

A HIGHWAY ROBBERY.—As Mr. Thomas Braiden, an agent in the service of Mr. J. L. Lester of Orangeville, was driving along the Victoria Road, in Amarillo, on Tuesday evening, he was accosted by a person, unknown to him, who asked permission to ride with him from Rich Hill to Orangeville. Mr. Braiden kindly acceded to the stranger's request, and

THE MONTREAL TELEGRAPH COMPANY is determined to lose no time in extending its lines from Throold to Orangeville. Mr. H. P. Wright, the energetic Superintendent of the Company, has, we understand, secured the poles for the eastern section of the line, and in a few days an agent will visit Orangeville to make arrangements for the poles for the western section. As the work will be prosecuted with vigor, it is probable that telegraphic communication will be established between Toronto and Orangeville before the 1st of October.

SIR JOHN A. MACDONALD.—It is with much pleasure we learn that this

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GORRIE.

The Star's Criticism.—Last week's *Star*, under the head of Wroxeter, ridicules the idea we expressed in reference to the location of the Station of the T. G. & B. R. R. "Should the route as now surveyed be accepted by the Board of Directors," it says, "we might state with as much truth, that the station was to beat Wroxeter." We cannot possibly see where the *Star* becomes so learned as to utter so untruthful a statement. Last spring several gentlemen who represented Wroxeter and the Narrow Gauge, offered to accept a station midway between the two villages. The Gorrie representatives, for peace sake, accepted those terms, by the former guaranteeing the support of the west of the Township, to the granting of an extension of time to the W. G. & B. R. R. And Gorrie is still willing to act, as she always does, honorably ; but if the other village backs from her engagement, then we will feel in duty bound to look after the interests of our own village, which will place the station as far to the east as Gorrie, and that by a heavy majority of the ratepayers of Howick.

MILITARY.—Co. No. 8 have been warned to meet at the drill-shed on Sept 12th, at 6 p.m., to proceed to Goderich to perform the annual

HE 2 Sep 1870

← Continue here

union your energy will save France. The Empress has been made a prisoner in the stable. The Government in concert with public persons, will take all measures required by the gravity of events. Signal - Count De Polignac, II, however, Rigout de Genuinely, Jules Simon, De La Tocque d'Autunne, Grand Secret, Clement Darreux, P. Magne, Baron Billot, Jerome David, of the Council of Ministers.

In the Senate yesterday the Minister of War said: "We have learned through various unofficial channels that Marshal Bazaine failed in his recent attempts to free himself from the hostile forces which held him shut up around Metz. His efforts were heroic. The King of Prussia could not help rendering justice to the value of our soldiers. Marshal McMahon, after endeavouring to reach a hand to Marshal Bazaine in the direction of the North, was obliged to retire to the environs of Sedan, where, after sustained several days' fighting with alternations of success and reverses. But he contended against the enemy uniformly till our superior, and in spite of energetic efforts the attempt seems to have terminated in an unfortunate manner for our army. Other advances of Prussian arms are still more unfavourable, but do not appear to us wholly credit in all cases, and the Government is not willing to give them the appearance of authenticity by communicating them to the public. Our reverses affect us."

"It is impossible for us to witness without deep emotion so much courage and so much devotion rendered unavoidable. But this spectacle, far from shaking away our energy, supports and re-builds it. Since the present cabinet seems into power, it has drawn from France all that her resources could yield and they still remain so strong that with the energy and help of the nation we may yet have the last word. Let us hope that God will help us, and drive the enemy from our soil."

Jerome David added to the above by stating that the defences of the capital were in the best condition, and according to competent judges capable of repelling all the efforts of the enemy, who had攻占 Paris," he said. "On the walls and streets, and if it must be, we will bury ourselves under its ruins."

ver to the welfare of the T. G. & B. The Harrison and Durkee scheme is not dead yet and though some of its principal promoters and supporters are list of 1 still, they insist in holding it forth, for sale as a bugbear for the purpose of driving a harder bargain with the Toronto Com-

pany. We are pleased to learn that the dispute between the Directors has dwindled somewhat, and that the financial arrangements made by the Board are the most favorable that were al- fered. The chief cause of difference was stated by us last week which is the security of a loan of \$250,000 on the security of \$400,000 of the Company's bond. These bonds are redeemable at the end of two years to the bearer, on condition of their paying interest at the rate of 12 per cent. per annum, from the date of the transaction; otherwise the bonds become the property of the holder at 62½ cents in the dollar. It is alleged on the one side that this arrangement is less favorable than one previously made with Messrs. Gooderham and Wootters, and which the Board had sanctioned by a resolution now in the Com- pany's minutes, and which only awaited the preparation of the necessary legal documents to carry it into effect; that the matter was sprung upon the Board in the absence of the President, and two of the Directors in England, without consulting them, and that it is attempted to withhold the names of some of the parties to the transaction from the members of the Board who are opposed to it. On the other side it is contended that the arrangement above described is much the most favorable that was ever offered to the Company, and that the pre-determination of the absent Director to carry out the proposed loan of money from Messrs. Gooderham and Wootters, though as alleged, on less favorable terms than the one above noticed, justified the action taken in their absence.

The War in Europe.

As we anticipated in our last that in a few days post would wish us of events that would decide the fate of the French Empire, and as it has turned out, Gen-

THE CONFEDERATE.
Mount Forest, Sept. 8, 1870.
The Railway.

The Railway delegation appointed by the village council to wait upon the directors of the Toronto G. and B. Rail- way Co., have returned from their mission and the Reeve called a com- mittee together on Monday evening to hear their report. There was a very large attendance, much interest being manifested on the part of the dele-

gate and visitors. The Tevea men (the latter gentleman happening to be in the city at the time) stated the substance of discussion had with the Board of directors and the result arrived at the dele- gation and the boards. And though as we anticipated nothing definite could be decided on until after the general meeting of the company on the 14th inst. yet on the whole the visit of the delegation must be satisfactory both to the company and the municipality, showing by conclusion arrived at that there is an union of feeling and interest. A commit- tee was appointed consisting of Messrs. J. Scott, J. N. Smith, T. Swan, T. G. Smith and D. Youngs to work in con- junction with the village council for the purpose of making suitable arrangements with the new board.

Our opinion is decidedly that this municipality should as soon as possible hand over the dues-tenths of the village to the company upon getting the re- site guarantees, by so doing we would secure the immediate construction of the road or at least simultaneously with the Arthur section. This is a view we could strongly urge upon the committee (or should this not be done soon, and the road to Arthur village be finished and opened if it was only on reason, be- fore the winter comes) then we would certainly lose more than the difference in amount of bonus or interest. And then again the sooner we get the road secured the construction to take hold the longer time will elapse before it goes through to Owen Sound, we would therefore urge upon the chairman to call the committee together as early as possible, there is nothing to be gained by delay, but the reverse, a great deal to lose. To the north of my parishes are plot- ting and planting schemes adverse to the interests of this village as well as

from the N. Liver- our- pland. I think the Arthur section should be started as soon as possible. And then again the sooner we get the road secured the construction to take hold the longer time will elapse before it goes through to Owen Sound, we would therefore urge upon the chairman to call the committee together as early as possible, there is nothing to be gained by delay, but the reverse, a great deal to lose. To the north of my parishes are plot- ting and planting schemes adverse to the interests of this village as well as

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MFC
8 Sep 1870

Locomotives for the Toronto Grey and Bruce Railway.

"On Saturday we had an opportunity of inspecting two new locomotives which have lately arrived from England, for the Toronto, Grey and Bruce Railroad Company. The engines were built at the Avondale Engine Works, Bristol, and appear to be well adapted for the purpose intended. They are constructed on the latest and most improved principles. No. 1, the freight engine, "Gordon," has a cylinder of $11\frac{1}{2}$ inches in diameter, with an eighteen inch stroke, and driving wheels of eight $\frac{7}{8}$ inches in diameter; the maximum pressure is 130 lbs. of steam to the square inch, and total weight with tender attached is about 15 tons. No. 2, the passenger engine, "A. R. McMaster," has a cylinder of ten inches, the driving wheels being the same as those on the "Gordon." The height is similar, as is also the mechanism in every part. The tenders will carry some 500 gallons of water and nearly one cord of wood, which will be sufficient to serve the locomotive for a trip of 80 miles. The engines are somewhat gaudily painted, the bodies being of a chocolate colour, having scarlet wheels picked out with iron grey, and a handsome head lamp. Compared with some of the gigantic locomotives beside them in the road, the Gordon and A. R. McMaster look rather puny, but are well fitted to haul very heavy trains, and do good service when fairly launched upon the road. At a trial of them some few days since they worked to perfection, and gave every satisfaction to those connected with the road who witnessed the trial. The cost of each engine, when delivered upon T. G. & B. road will be about \$9,000. — *Globe.*

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The Toronto Grey & Bruce Railway
will open the line July 21st
- Sept. 1st, 1870.

EXpenditure.

As a result of the present study, it is recommended that the following changes be made in the curriculum:

WESTERLY ISLAND TAYLOR.

Secretary and Treasurer
September 1st, 1861.
At 12 M^o on improved
Signed F. G. A. Boerger.

EXAMINER'S REPORT

Toronto, 7th Sept., 1870.

Post-Doctoral Fellowships

GENTLEMEN—

I have the honour to lay before you
a report upon the progress of the works of the
railway during the past year, and in doing
so I will endeavour to describe as briefly as pos-
sible the character of the works and the ex-
tent to which they have been carried on
since the construction of them has been com-
menced.

The total length of the line at present under construction is from Weston to Arthur. At the former place it leaves the Grand Trunk Railway at the 312d mile from Montreal, and the distance from the junction to the town-line between Lethbridge and Arthur is about one-half mile. The remaining part of the line will be built in sections, each about one-half mile long, or 64 miles.

It is a who long of this line the
are only three places where anything
proceeding to heavy works are met with—
at the crossing of the river Humber, in
township of Vaughan; 2nd, in the ascent
the Guelph mountain, extending over a
distance of four miles; 3rd, at the crossing
the Grand River, in the township of An-

The only bridges of any size are those on the River Humber, consisting of six spans 50 feet each, and one span of 33 feet 6 inches built upon stone abutments and piers; River Credit bridge in Sheldon, one span 46 feet and 12 trestle work spans of 16 feet each; the Grand River bridge, two spans 53 feet each and five spans of trestle work 32 feet each; and the Yonge Creek bridge, one span of 40 feet, and ten spans 20 feet each. There are a few trestles, all two of which are small in size, the exception being one of ten spans of 20 feet each called "Dunham's Ravine," and one of seven spans of 20 feet each over "Brown's Racine."

The contract-for grading was placed in bands of Mr. Frank Shanly on the 15th November last, and since that time the work done by him extends over the whole 64 miles of line, and consists of the whole of clearing being completed, the grubbing along shopping being finished with the exception of say 20 miles in all, the fencing the extent of about 25 miles, the bridges trestles over the first 40 miles, and half small truss trestles on the remaining 24 miles, grading culverts, and earth guards or drainage equivalent to about 50 miles, the delivery of the ties for the whole

The tanks and tank-houses are now
out of construction, and the wells
being sunk for the necessary supply
water.

The contract for advertising and toxic
ing has been awarded to Meers, Wan
& Co., of Brockville, and they will
everything in readiness for commencing
this week.

The tenders for the construction of stations will be sent in on Monday next, drawings for them having been prepared in readiness for some time.

Two locomotives have arrived, and

Journal of Health Politics, Policy and Law, Vol. 35, No. 4, December 2010
DOI 10.1215/03616878-35-4 © 2010 by The University of Chicago

fact, the works were going on rapidly and well, without exception, but present confidence in the future of the enterprise, and also in the rate at which loans of money had been negotiated was certainly very high—
thing not perhaps very wonderful, considering the doubts that always hang over a new and distinguished enterprise; still it was at any rate satisfactory to see that a number of parties stood ready to give all the money required to complete the road if they got their price for it. Under all the circumstances, he thought it extremely to be regretted that such strong feeling had arisen among the gentlemen comprising the Board. He was convinced that nothing had been done to shake the confidence of the shareholders or the public in the integrity of any of them; and he earnestly hoped that what had occurred would be forgotten, this gentleman who had given so much time and labour to its advancement, would join his colleagues again, as he had done originally to a conclusion. He understood that one of the Directors (Mr. Jas. G. Simpson) retired from the board, and he thought the best thing that could be done by the shareholders was to pass a hearty vote of confidence in the existing Board, and re-elect unanimously the whole of the eight remaining Directors, with some reliable ninth man to fill up the vacancy. Mr. Brown proceeded to refer to the loan negotiated with Messrs. Blakie & Alexander, and while regarding as bearing an exorbitant rate of interest, showed, by comparing it with all the other offers that had been made to the Board, that it was the most advantageous of the whole. He showed that the offer of Messrs. Goodham & Woottz, though nominally at 10 per cent., was in fact 12½ per cent per annum for five years; that the offer from Montreal was at the rate of 15 per cent for five years; that the offer made by Mr. George Stepien in London, was at the rate of 12½ per cent for five years; that the offer of Messrs. Stig & Co. was only for six months' accommodation, and would have been even more onerous than any of the others; while the arrangement with Blakie & Alexander was at 10 per cent for the time, they had the money and was terminable at any time on the monthly notice; Mr. Brown declined to consider the Board for entertaining these offers. It is true, they were all at very high rates, but it was only a very small portion of capital that was wanted in this way, and for a very short space; and it was all-important to have a section of the road in successful operation. The borrowed money was to serve this, and when this was achieved, plenty of money would be forthcoming at very different rates from those now demanded. However, they were now unembarrassed by existing negotiations,—the directors were in the clear to re-open negotiations.

— and he did not fear but they would profit by the fact and secure a good arrangement. Mr. Brown concluded by urging earnestly on all concerned that by-gones should now be cast aside and forgotten, and a new campaign for the completion of the road to Arthur and its extension through Brace and Grey resolutely and undisputedly entered upon.

Mr. JOHN MACDONALD followed in the same strain. He believed that they had some of the very best men of the city on the Board, and that the Shareholders found nothing in what had been done to lose their confidence in them. The feelings that had broken out among them were deeply to be regretted, but they rested on nothing more than wounded feeling; and there was really nothing to prevent their all joining cordially together once more for the success of the enterprise. He and others had been induced to take stock in the road on the strength of the confidence they had in the gentlemen who constituted the Board, and for one he would regard it as a great misfortune if any of them were to be left off the new Board. Mr. Macdonald concluded by urging that Mr. Gordon and Mr. McMaster should retire and leave upon a list of gentlemen whom all their friends could agree upon, and have them elected by acclamation.

This suggestion seemed to be highly acceptable to the shareholders present—but Mr. Laidlaw and others positively refused to acquiesce in any compromise.

Mr. LANLEY here threw himself into the breach, and most handomely agreed, for the sake of harmony, to make way for any gentleman whose election might secure unanimity.

Two vacant seats were thus obtained for new Directors—but a heated discussion arose and it became evident that nothing but a ballot would settle the trouble.

A motion for the payment of \$1,000 to the President for his services, and \$5 for each meeting to the Directors, was then proposed. Mr. Garrison declined accepting any remuneration.

TG 15 Sep 1870 3/3 TG+TS AGM

everything in readiness for commencing work this week.

The tenders for the construction of station houses will be sent in on Monday next, the drawings for them having been prepared and in readiness for some time.

The advices I have received from Sir Charles Fox & Son show me that 1,500 tons of rails and fish-plates have been already shipped for the Company, and that the quantity required for the whole of the line as far as Arthur will have left England before the end of the month of October.

Two locomotives have arrived, and are put together ready for running, and a third is daily expected to arrive, which is on board the *Emilia*. These have been built in England by the Avondale Engine Company of Bristol, and the two delivered show very good work. A further contract for five more locomotives has been given to the Kingston Engine Company of Canada, and two of these are to be ready during the current year.

The cars now in course of construction by Messrs. Dickey, Neill & Co. consist of 40 platform cars and eight passenger cars, calculated to accommodate 44 passengers each, and having a total length of 36 feet. These, as well as the platform cars, are fitted with 6 wheels, and with radial axle-boxes, an arrangement by which the level of the floor is brought down to a distance of only 2 feet 6 inches from the rails. Box cars are also being constructed, 16 feet in length, on four wheels, and are capable of carrying five or six tons each. The platform cars are 30 feet in length by 3 feet in width, and are capable of carrying a load of ten tons. Messrs. Dickey, Neill & Co. have several of the latter ready for use, and they will be running in the course of a few days.

On the whole, I think the Directors may congratulate themselves on the fact that within twelve months, or thereabouts, of their letting the first contract for the works, they will see 64½ miles of line graded, 40 miles completed and ready for traffic, the

rest in various stages, and may expect gentlemen whose election might secure unanimity.

Two vacant seats were thus obtained for new Directors—but a heated discussion arose, and it became evident that nothing but a ballot would settle the trouble.

A motion of cordial confidence in the President, and Directors, and thanks for their services, was then proposed, and carried unanimously.

A motion for the payment of \$1,000 to the President for his services, and \$6 for every meeting to the Directors, was then proposed. Mr. Gooderham declining accepting any remuneration for his services while the Company was in its present stage; and the other part of the motion was carried.

Messrs. Hookins and Cattanach were then appointed Scrutineers, and the ballot for new Directors proceeded.

At 6 o'clock the poll was closed, the votes counted. The scrutineers announced that the following gentlemen were elected:

Hon. John McNuttich	2,141
Mr. John Gordon	1,497
Mr. George Lawall	1,421
Mr. John Shadlen	1,418
Mr. Wm. Gooderham	1,402
Mr. A. R. McMaster	1,317
Mr. H. A. Howland	1,257
Mr. John Morton	1,169
Hon. D. L. Macpherson	1,134

Votes were also cast for Messrs. Thomas Lailey, Noah Barnhart, Frank Smith, John Taylor, S. A. Oliver, Capt. Thomas Dick, and R. H. Dickson, but the numbers for these gentlemen fell below those given above.

Protests were entered against one hundred proxy votes on stock held by Mr. King, and two hundred votes on stock held by the President in trust. The former votes were not counted; the latter were.

The meeting then adjourned.

The new Board of Directors met today to elect a President and vice President.

Owen Sound, September 22, 1870.

TORONTO, GREY AND BRUCE
RAILWAY.

The several articles which have appeared in the *Daily Telegraph*, almost every day for some weeks past, with reference to the action of certain Directors of the Toronto, Grey and Bruce Railway, whom it denominated "the ring," has caused considerable excitement amongst those interested in the prosperity and progress of the railway. Having had occasion to visit Toronto, we determined to attend the annual meeting, which was advertised to take place on the 11th instant, that we might be in a position to learn the true state of affairs. The meeting took place at the appointed time, the President, John Gordon, Esq., in the chair. The stockholders attended in large numbers, and a serious storm was apparently brewing. The Annual Report of the Directors, the Financial statement by the Auditors, and the Engineers' report having been read, the chairman, who read with Messrs. Laidlaw and Sheldon, sent to England to purchase iron, and, if possible, to negotiate the sale of the Company's bonds, explained the difficulties they had met with while there. The demand for railway iron was so great that they found that nothing short of cash would be looked at by the manufacturers. Several attempts had been made to sell bonds, but Englishmen were very unwilling to invest in Canadian railways, experience in that line having been found expensive. An arrangement had, however, been made to hypothecate a portion of the bonds with Mr. George Stephens in London, who would furnish the necessary credit, that the iron might be immediately purchased for a portion of the road. This arrangement had been suddenly stopped by a telegram received from the Vice-President in Toronto, stating that funds had been arranged for, and the iron secured, and requesting the delegates to return home immediately. On their return, (after visiting Norway) they found that no arrangements had been made about iron, and that an arrangement for raising \$250,000 at 12 per cent, had been made, through Messrs. Blakie & Alexander, with a nominal institution, who were to hold \$100,000 of bonds as security for the payment of the loan in two years. This arrangement he would not consent to, and hence arose the unkindness which existed amongst the members of the Board.

Mr. Laidlaw explained an arrangement which he had succeeded in making with Messrs. Gooderham & Worts, before he left for England, and which he had supposed would have been carried out.

Mr. Worts spoke warmly on the subject, and said that as he had made a fair bargain with the Company, he expected it to be carried out.

Having heard both sides of the controversy, we came to the following conclusions:

1st.—That the quarrel originated through the desire of two opposition Banks to obtain the control of the road.

2nd.—That all of the Directors were desirous of raising the funds on the best possible terms.

3rd.—That the Directors would now be able to arrange for better terms than any which had yet been offered.

A vote of thanks and confidence in the Directors was passed unanimously, and the following gentlemen were elected for the following year:—

Hon. John McMurrich, Mr. John Gordon, Mr. George Laidlaw, Mr. John Sheldon, Mr. Wm. Gooderham, Mr. A. H. McMaster, Mr. H. S. Howland, Mr. John Morrison, and Hon. D. L. Macpherson.

Messrs. Noah Barnard and Thomas Lalley were replaced by Mr. Morrison and Hon. D. L. Macpherson. James E. Smith, who had retired, was succeeded by Hon. John McMurrich.

Division Street Canada Presby-
terian Church Soiree.—This congrega-
tion are getting up a soiree, on Tuesday
evening next, to welcome their young mis-

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22 Sep 1870

Toronto Grey and Bruce Railway.

Annual General Meeting—Resolutions and
Elections of Directors.

The annual general meeting of the Toronto, Grey and Bruce Railway was held last Wednesday afternoon at the offices of the Company, Front street, Mr. John Gordon, the President, in the chair. About eighty gentlemen were present.

The President having, in a few brief remarks, declared the meeting open for the transaction of business, the annual report of directors, statement of receipts and expenditures, auditor's report and chief engineer's report were read by the Secretary as follows:

ANNUAL REPORT.

The President and Directors of the Toronto, Grey and Bruce Railway Company have the honor to submit to the shareholders the first annual report, and with it to lay before them the balance sheet of receipts and expenditures, with the report of the auditor thereon; also a detailed report from the chief engineer of the progress of the works.

A few words will suffice to explain the present position and prospects of the undertaking. The directors hope that the steps they have taken will enable them to open the line as far as Orangeville before the end of the year, and to Arthur within a few weeks of the spring thawing, enabling them to resume active operations.

The directors, in the spring of the present year, despatched two members of the Board to proceed to England, with a view of purchasing rails, and if possible to place the bonds of the Company, as part payment, with the manufacturers. Owing, however, to the brisk demands for rails in England, they found that manufacturers would look at nothing but cash, and they consequently made their purchases on a cash basis. They do not regret this step, as by this means they obtained better terms with the makers. The soundness of the undertaking has been manifested to them by the fact that they have had several offers to take the bonds of this Company, which, although by no means low, give evidence of the soundness of the undertaking.

The directors would urge upon their successors the desirability of pressing forward to Kincardine and Owen Sound, and not to rest content until they have made the Toronto, Grey and Bruce Railway, which it is to only in name, a fixed reality.

The directors cannot close their report without expressing their obligation to Carl Phil. Esq., Government Engineer to the Norwegian railways, for various papers and much valuable information supplied by him during the early history of this Company, as well as for his kind attentions to those directors who visited Norway in June of this year.

JOHN GORDON,
President.

AUDITOR'S REPORT.

To the President and Directors.

Gentlemen.—We have respectfully reported the completion of an audit of the books and accounts of the Company for the term ending the 7th of September inst.

We have found the respective books and accounts carefully and accurately kept, and your business transactions correctly and properly recorded.

As the result of the audit, we herewith report a general statement of the receipts and expenditures for the term so ending Sept. 7th, which exhibits in a comprehensive form the condition of the financial affairs of the Company at the present time.

We remain, gentlemen,
Your obedient servants,

G. A. BABURN,
SAM'L SPREULL.

Toronto, Sept. 13th, 1870.

Statement of receipts and expenditure of the Toronto, Grey and Bruce Railway Company for the term ending the 7th September, 1870:—

RECEIPTS.

Call on Stock.....	\$111.00
Interest on bank deposits.....	12.50
Bouquet ret'd from contractor, and counterbalanced debentures.....	119.25
Drawback retained from contractor, Mr. F. Shanley.....	2.50
	425.75

EXPENDITURE.

Preliminary expenses.....	\$15,442.25
Advertising and printing.....	1,065.50
Office expenses.....	2,400.00
Law expenses.....	116.75
Agents' fees.....	15,490.25
Office furniture.....	465.00
Rights of Way.....	21,250.00
Construction.....	128,250.00
Rolling Stock.....	7,500.00
Iron and fastenings.....	11,425.00
Cash in bank and on hand.....	7,250.00
	425.75

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

Sept. 13th, 1870.

Audited and approved.

G. A. BABURN,
SAM'L SPREULL.

CHIEF ENGINEER'S REPORT.

hoped they would end their differences, and unite, as before, in forwarding the enterprise.

Mr. Worts said two distinct lists of candidates had been made out, and one party or the other must go out. In one of those lists the names of Messrs Gordon, Laidlaw and Shurdoo had been omitted, and to exclude these gentlemen from the Board would be destructive to the prospects of the road.

Mr. Laidlaw said that if Messrs Lailey and Barnhart were elected he would not sit on the same Board with them.

Mr. B. H. Dixon, seconded by Mr. Jones moved a vote of thanks to the directors for their attention to the interests of the Company during the past year and that each have the sum of \$5 for each meeting attended by them allowed on their payments on stocks. Carried.

Moved by Mr. McMaster, seconded by Mr. McKay that Messrs Hoskins & Gattanach be appointed scrutineers and that the ballot for directors be proceeded with. Carried.

The meeting then adjourned until 6 o'clock.

At seven o'clock the scrutineers closed their examination at the ballots, and declared the following totals:—

Murphy	210
Gordon	1,467
Laidlaw	1,418
Gordon, Jr.	1,397
McMaster, A. R.	1,277
Hill	1,169
Macrae	1,134
Dixon	1,092
Lailey	1,085
Taylor	1,070
Barnhart	1,069
Smith	993
Other	572

The nine first named gentlemen were therefore declared elected directors.

The Assizes.

The Fall Assizes for the County of Grey were opened on Tuesday, the 13th inst., by the Honorable Mr. Justice Guyane.

The following gentlemen were sworn of the Grand Jury.—Robert Dalgleish, Foreman; John McCollum, John Agnew, John Hamilton, Henry Irwin, James Slack, Alex. Bell, Henry Hewitt, Daniel Wright, Charles VanFleter, George Reid, Duncan McGillyray, Gideon Harkess, W. C. Hewish, Joe Abbott, Duncan Campbell, Wm. McDonald, B. M. Arnold, Matthew O'Farrell, Andrew Marshal, John Boyd, Hugh Chisholm, and William Garvie.

Summer et al. vs. Rossiter.—Verdict for plaintiffs \$216.12. Lane & Stephens for plaintiffs; Creaser & Morrison for defendant.

Coulson et al. Armstrong et al.—Verdict for plaintiff, by consent, \$137.78. Lane & Stephens for plaintiff; D. A. Creaser for defendants.

Stevenson et al. vs. Robert Wilson and W. Wilson.—Verdict for plaintiffs, \$265.34. Lane & Stephens for plaintiffs; J. A. Macpherson for defendants.

McGiveron et al. vs. Chittick.—Assessment on action against an absconding debtor. Verdict for plaintiff, \$307.46. D. McDonald for plaintiff.

Tegham et al. Maughan et al.—This was an action against the Sheriff and his sureties for neglecting to execute a writ of fieri facias against the goods and chattels of Thomas Hurat. Verdict for plaintiff, \$200 damages. McCarthy & McCarthy, Attorneys for plaintiff; Boulton, Counsel; Lane & Stephens for defendants.

The Queen et al. Nathan Brown—Larceny.—The Grand Jury brought in a True Bill. The prisoner on being arraigned pleaded Not Guilty.

Western Canada Permanent Building and Saving Society et al. vs. Steele.—Action of ejectment. Verdict for Plaintiffs and 20c. damages. D. A. Creaser for plaintiffs.

Forsyth et al. Christie et al.—Action to recover the value of a carding machine seized by the Sheriff. Verdict for the defendant, Thomas Robertson, for plaintiff; John Creaser for defendant Christie; D. A. Creaser for defendant Wilkins-on.

Queen et al. Nathan Brown.—Thus case was for stealing a horse from A. M. Stephens. Verdict guilty. J. Anderson, Q.C., for the Crown.

Queen et al. Samuel Madill—Larceny.—A True Bill was found, but Madill was out on bail, and did not appear when called. It was ordered that his recognizance be treated as null.

Queen et al. Robert Caswell.—Setting fire to a barn of Mark Armstrong in the Township of Guelph. A True Bill was found.

Cardwell et al. Kerr.—Action for damages for overflowing plaintiff's land in Euphrasia, through building a dam for a saw mill. Verdict for defendant. J. Anderson, Q.C., for plaintiff; Kerr & Boulton for defendant.

Queen et al. Jeremiah Newcombe—Forgery.—Verdict not guilty. Anderson for prosecution; D. A. Creaser for defendant.

Queen et al. Robert Caswell—Arson.—The prisoner was tried for setting fire to a church in Cornish. Verdict guilty. J. Anderson for Crown; Lane for defendant.

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22 Sep 1870

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SAM'L SPREULL.
CHIEF ENGINEER'S REPORT.
Toronto, Sept. 7. 1870.

To the President and Directors of the Toronto, Grey and Bruce Railway.—

Gentlemen,—I have the honor to lay before you a report of the progress of the works of the Railway during the past year, and in doing so, I will endeavor to describe as briefly as possible the character of the works, and the extent to which they have been carried out since the construction of them has been commenced.

The total length of the line at present under construction, is from Weston to Arthur. At the former place it leaves the Grand Trunk Railway at the 34th mile from Montreal, and the distance from the junction to the town line between Luther and Arthur, which is the terminus of the first section at present, is a little short of 64 miles.

Upon the whole length of this line there are only three places where anything approaching to heavy works are met with. 1st. At the crossing of the river Humber in the Township of Vaughan. 2nd. In the ascent of the Caledon Mountains, extending over a distance of ten miles, and 3rd. At the crossing of the Grand River in the Township of Amaranth.

The contract for grading was placed in the hands of Mr. F. Shadley, on the 18th of November last; and, since that time, the work done by him extends over the whole 64 miles of line, and consists of the clearing being completed—the grubbing and close chopping being finished, with the exception of say 3 miles in all, the fencing to the extent of about 25 miles, the bridging and trestles over the first 40 miles, and half the small trestles on the remaining 24 miles; the grading culverts and cattle guards over a distance equivalent to about 50 miles, and the delivery of the ties for the whole 64 miles.

The tanks and tank houses are now in course of construction, and the walls are being sunk for the necessary supply of water.

The advice I have received from Sir Charles Fox & Sons, show me that 1,800 tons of rails and fishplates have been already shipped for this Company, and that the quantity required for the whole of the line, as far as Arthur, will have left England before the end of the month of October.

Two locomotives have arrived and are put together ready for running, and a third is daily expected to arrive, which is on board the European.

A further contract has been given to the Kingston Engine Company of Canada, and two of them are to be ready during the current year.

On the whole, I think the directors may congratulate themselves on the fact that within twelve months, or thereabouts, of their letting the first contract of their works, they will see 64 miles of line graded, 40 miles completed and ready for traffic, the necessary rolling stock furnished, five locomotive engines upon their road, and three more ready for spring traffic, and the whole of the materials delivered, to enable them to complete the whole of the 64 miles, within a couple of months of the opening of the weather next spring. I see no reason whatever to doubt the whole of this being realized.

I have the honor to be, gentlemen,

Your obedient servant,

EDMUND WILCOX,
Chief Engineer.

Mr. A. E. McMaster entered a protest against Mr. Gordon voting on the trust held in trust by him, amounting to 200 shares, and declared the vote taken on Monday invalid, in consequence of his not being on that occasion.

The President, in reply, entered at some length into explanation of his conduct.

Mr. Laidlaw explained the details of the transactions between the directors and Messrs Gooderham & Worts and Messrs Hobson & Alexander, and gave a resume of his mission to England.

The President moved, seconded by Mr. Hopkins, that the Directors' Report be adopted.

Mr. Brown said that the report for the bank account, purchase of the Company's bonds, showed the good standing of the Company. He strongly deprecated anything like a want of harmony among the directors, and advocated the retention of the members of the old Board in office, and

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22 Sep 1870
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physical Geography," "Pickwick papers,"

"Smith's Wealth of Nations," "Plautarch's

Lives," "Cassell's Illustrated Readings,"

"Lamartine's History of the Giundista,"

"Life of Oliver Cromwell," "Rollin's

ancient History," "Lessons from the an

imal World," "Sam Slick," "Robinson

Crusoe," "History of the United Nether

lands," "Tennyson's Poems," "History of

France," "History of the conquest of

Peru," "Cooper's Pathfinder," "Cooper's

Pioneer," "The last of the Barons," "The

"The Coral Islands," "Moore's Pontica

Works," "Grimm's Literature of Eur

ope," "D'Israeli's Curiosities of literature,

In all numbering fifty volumes.

Mechanic's Institute.

The Mechanic's Institute have just added the following works to their library.: *

"Chaucer's Works," "Shilliers History of England," "Don Quixote," "David Copperfield," "Oliver Twist," "Popes Poems," "Hood's Poems," "Somerville's physical Geography," "Pickwick papers," "Smith's Wealth of Nations," "Plautarch's Lives," "Cassell's Illustrated Readings," "Lamartine's History of the Giundista," "Life of Oliver Cromwell," "Rollin's ancient History," "Lessons from the animal World," "Sam Slick," "Robinson Crusoe," "History of the United Netherlands," "Tennyson's Poems," "History of France," "History of the conquest of Peru," "Cooper's Pathfinder," "Cooper's Pioneer," "The last of the Barons," "The Coral Islands," "Moore's Pontica Works," "Grimm's Literature of Europe," "D'Israeli's Curiosities of literature, In all numbering fifty volumes.

The Railways.

Our Reeve received a telegram on Tuesday from the Secretary of the Toronto, Grey and Bruce railway company to the effect that the terms offered by the village council were accepted by the Board. The surveyors will be locating the line at once and the road will therefore be placed under immediate construction to this place, and we shall in all probability have the "Iron Horse" snorting into the village by next fall. We suppose that the council will now submit the by-laws at once, in order that as much time as possible may be taken advantage of this fall, so that the grading can be completed before the winter closes.

Up the works, we have been alternating between hope and fear over this matter for years, and we now at last have the opportunity of settling the matter.

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Another Law Suit.

The Toronto, Grey and Bruce Railway Company.

On our first page will be found the report of the annual general meeting of this Company; and as we anticipate it was a very stormy one, yet it has terminated very favorably. As will be seen Messrs. Gordon and Laidlaw have been fully sustained in the course they have taken, and as a good working Board have been elected with Mr. Gordon as President, we think the Company's works will be pushed on with a vigour, and we anticipate that the road will be running to this point in time to carry the next year's crop.

The Great International Boat Race.

The Great International Boat Race, won by the Tyne crew, English, and the Paris crew, St. John, New Brunswick, came off on Tuesday last at Lach no, near Montreal. This race has been the topic of conversation. The Tyne crew is the champion crew of England, while that of St. John had never before been beaten. The latter won the race at St. Cloud, on the Seine, at the time of the Paris Exhibition, in 1867, and since then have beaten the best crews in America. In fact, they have been the champions of America during the last six years. Their names, age, and weight are as follows: George Price, 30 years, weight 152 lbs.; Samuel Hutton, 25 years, weight 157 lbs.; Elijah Ross, 25 years, 157 lbs.; Robert Fulton, 25 years, 164 lbs. They are all natives of New Brunswick, and all fishermen by avocation, except Ross, who is a light-house keeper. Their united ages amount to 105 years, and their aggregate weight 630 lbs. Their competitors, the Ivine crew, were James Taylor, 33 years, weight 142 lbs.; Thos. Wilshup, 27 years, weight 156 lbs.; and J. Martin, 27 years, weight 169 lbs.; and James Neworth, 28 years, weight 165 lbs. These added ages amount to 115 years, and their aggregate weight 632 lbs. They exceeded the St. John crew by ten years, and in weight by only 2 lbs. The boat of the St. John crew was built in New York and is 43 feet long, 110 inches wide, weighing 110 lbs.

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23 Sep 1873

BLUEVALE.

POTATO ROT.—We hear a great many complaints about the rotting of the potatoes in this vicinity. We hope the crop will turn out a great deal better than is predicted as it is pretty hard to live six months of the year wanting the redoubtable "murphy."

MISISONARY MEETING.—A Missionary Meeting was held in the P. Methodist Church, on Monday evening, last. The attendance was large, and the claims of the Society were ably and eloquently advocated by the deputation. Judging from the marked attention paid by the audience to the speeches, we should say the contributions were pretty large.

RAILWAY.—The deputation which was recently sent to Toronto to advocate the building of the Arthur & Kinocardine branch of the T. L. & B. R., returned on Saturday last. We understand they have not been altogether successful in their mission, as the Board of Directors has decided to survey another trial line, from Mount Forest to Kinocardine via Teeswater. We hope the people of these townships will not get in any way disheartened by the turn which affairs have taken, but, if possible, be more alive, than ever, to the importance of getting the Branch to run through here, and to advocate, both by their influence, and their pockets, the claims of the same, to the best of their ability.

B. S.

AUTUMN

THE "CONFEDERATE" MOUNT FOREST, SEPI

and Austria for a division of the spoils. Taken as a whole we doubt whether Europe has been in such a turmoil for years.

Republicanism in England.

It would be unwise to endeavour to belittle the democratic tendency of the working classes in Great Britain. The cry for a republic in England is fast gaining ground and since the fall of Napoleon and the formation of the provisional Government of France, it has more openly manifested itself in London. Very large meetings have been held there. On the 19th inst., a meeting was held in Trafalgar square being one of the largest ever held in that metropolis. A despatch says: by 8 o'clock Trafalgar Square was one dense mass of people from the front of the National Academy to around the State of King Charles. Perfect order prevailed along the route of procession and throughout the proceedings of the evening. The banners bore were inscribed with mottoes proclaiming the great doctrines of liberty, equality and fraternity. One carried by a society from Hackney was inscribed with

United States of Europe—Great United States of America, with peace on earth good-will to man." And was hailed with rapturous and repeated cheers. The meeting was presided over by Mr. Merriman, who made an effective speech, in the course of which he alluded to the fact that while the London press ridiculed and slighted the Republican movement in England to which their own daily denunciation of the worthiness of the Royal family give constant encouragement and strength, the American press three thousand miles away recognizes its importance, and lends it the moral support of generous sympathy, as the American Republic, lends it the popular support of a glorious and successful example. These remarks were received with a perfect tempest of cheers for the United States.

The Grey & R. exhibition will be held at Durham to-day.

The surveyors are locating the line from Arthur to Mount Forest.

The show at Clifford takes place to-day. A great time is expected.

Several communications are crowded out, they will appear next week.

The British war office have issued orders for reserves for their army.

Six miles of Narrow Gauge Railway finished. Iron arriving daily.

The Daily Telegraph is out in a new logger.

The deer-shooting commences on

order to Postmasters and others to advise them to take the old Canada postage stamps at one cent and postage at two cents, after 1st October.

In another column will be found the Railway by-law granting aid to the popular T. G. & R. Railway Company to the amount of \$20,000. We need not make

any comments as the matter has been so long before the public. The vote will be taken in Evans' Hall on Monday the 2nd of October.

RAILWAY MEETING.

On Saturday night last a meeting of the ratepayers was held in Eynes' Hall upon call of the Reeve, for the purpose of hearing the report of the railway committee. The Reeve occupied the chair and Mr. T. C. Smith acted as Secretary. There was quite a large number in attendance. The Reeve after stating the object of the meeting called upon the Secretary to read the report of committee, which he did as well as the correspondence had by the Reeve on behalf of the committee with the Company. The report was as follows:

Your committee on Railway matters would beg to report, that after considerable correspondence they find the T. G. & R. Co. will not take a less sum than previously granted by the ratepayers. Therefore having duly considered the question, and learning that the Company will place the road under immediate construction to this place, complete an open here early in the fall of 1871. They would therefore recommend that the by-law now existing be cancelled, and a new one submitted granting the company aid to the same amount providing the necessary bonds be given to secure the completion of the conditions offered by them.

Respectfully submitted—

J. ROBINSON, Ch.

After the reading of the correspondence, the Reeve called upon the ratepayers to move the adoption of the report or otherwise as they deemed best. He thought the committee had done all that could be done in the interests of the village, they had made the best possible terms with the Company, and he was now glad to be able to say that it entirely depends upon the ratepayers whether they would have the road or no. It was then moved by Mr. Winfield seconded by Mr. Fleming that the report of committee be adopted. An amendment was moved by James McMullen Esq., seconded by Mr. N. McMullen that the report be referred back to the committee with instructions for them to press upon the company the justice of refunding \$5000 from bonus if the line was extended north or west for two years.

After considerable discussion the motion was carried, only six voting against it. A motion was then moved by Mr. E. Bosley and seconded by Mr. Holliday asking the council to submit a bill

law granting \$20,000 to the road was put to the meeting and carried. A vote of thanks was given to the chairman and the meeting separated.

Dr. E. A. Hore's MAGNETIC OINTMENT.—To all afflicted with Sore Eyes,

Sore Lips—Chapped Hands, &c.

Dr. Hore's Compound Throat and Lung, Fellow's Compound

Starch of Hippocrates has done wonders in restoring persons suffering from the effects of Diphteria, and the cough following Typhoid Fever, prevalent in this region, it is the best remedial agent I have ever used.

EDWIN CLAY, M. D.

Fugwash, N. S., January 14, 1868.

Price \$1.50 a bottle; 6 for 7.50. Sold by apothecaries and by F. Cundill & Co., wholesale agents, Montreal.

MFC

29 Sep 1870

height, dressed in light clothes, wearing a
roundy hat, and having dark whiskers, which,
from what the boy above a bullet to said,
may be false.

EVENING GLOBE 29 Sep 1870

TORONTO, KING AND HAMPTON, etc., etc.
MATTERS.—The engine of the Toronto, King
and Bruce Railway, the "A. R. M. Hunter"
—which has since its arrival here been
painted and put in running order in the
Grand Trunk fitting shop, at the Canadian
wharf, was yesterday morning taken on
a flat car on the Grand Trunk Railroad down
to Scarburn Junction—the directors of the
Toronto and Nipissing Railway having bor-
rowed it for a short time to draw the cars
used on the latter road in ballasting and
track-laying. About four miles of the track
has been laid outwards from the junction,
and a large portion of the third rail on
the Grand Trunk has been put down. The
first of the Toronto and Nipissing Railway
Company's engines—the "Federate and
Worts"—arrived at the junction from Eng-
land on Tuesday last, and is expected in a few days from Kingston where
five others are being constructed. A trans-
portary engine-house and tank have been
erected near the junction, and the former
will shortly be connected with the telegraph
of the Company in the city by means of a tele-
graph wire which will run up on the pole of
the Montreal Telegraph Company.

YORK ROAD BRIDGE.—A substantial
wooden bridge has been built across the

INQUIRY.—An inquest was held yesterday morning before Coroner Riddell at the General Hospital, on the body of W. A. McCausland, who was killed on Tuesday on the Grand Trunk line in this city. The evidence went to prove the occurrence was purely accidental, and the jury returned a verdict accordingly.

TORONTO, GREY AND Bruce RAILWAY.—The contract for erecting the stations on this road has been let to Mr. Shanly. Another engine named the "Kincardine" arrived here yesterday from England, and was sent to the Grand Trunk fitting shops to be put into running order. It will be placed on the road as soon as possible, together with about twenty cars, which, it is expected, will be ready by the end of the present month. About a mile of the track is now being laid daily.

The EXHIBITION AND THE HOTELS.—The applications for beds at the Queen's, Rossin, and American Hotels, during the Fair, have far exceeded the number they will be able to accommodate. Shakespear will of course be interviewed.

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