

RAILWAY IN GREY

To the Directors of the G. & B. R. Co.

GENTLEMEN.—Now that your scheme of reaching Owen Sound through West Grey has been defeated, we may reasonably presume that you are open to conviction if a feasible plan were presented before you. In our opinion Mount Forest is the most westerly point to which you can possibly attain, but that place will certainly be your terminus in that direction, for many years at least. The Hamilton gentlemen having so decidedly mischievously you in West Grey, you would have no possible chance in South Bruce; and unless you are prepared to construct your road to Kincardine independent of any aid from the municipalities, you had better at once abandon the idea of getting a terminus on Lake Huron.

Some two years ago the representatives of the rival roads met on equal terms in Bruce—the W. G. & B. company carried the day; you experienced the same fate but a few days ago in West Grey; then in view of these facts it would be utter folly on your part longer to waste your strength in grasping at the impossible and unattainable, while perhaps neglecting your chance of securing the real and attainable. We took occasion a few days ago to express our conviction that an outlet on the Georgian Bay is indispensable to the prosperity of your road. On this point there can be but one opinion, and how to attain that should occupy your most serious attention. If, as you say, you cannot build your road without the aid of the municipalities, how to obtain that assistance ought surely to be your first inquiry.

In THE GLOBE of the 23rd ult we pointed out the only scheme which is at all likely to command the united support of the people of Grey, viz.: by the Central route from Orangeville to Owen Sound; and, gentlemen, if you fail to adopt that now, you may yet live to see the consequences of such a course and to repent of your folly when remorse will be in vain.

We believe the present to be a most opportune moment for bringing this matter before the people of Grey.

1st. Because railway matters have lately had a considerable share of attention, and the people are now thoroughly aroused to the importance and necessity of obtaining railway communication.

2nd. Because the new municipal officials are more likely to better reflect the opinion of the taxpayers now than at any other season.

3rd. Because there is no other popular scheme on the tapas to distract their attention.

This fertile and populous county will not much longer be left without a railway, and whatever company succeed in securing Owen Sound as a terminus will ultimately find that theirs will be one of the best paying roads in the Dominion. You may rest assured, gentlemen, that if you hesitate now to embrace the opportunity of uniting the whole county, you more than likely forever lose the chance of obtaining any assistance from the people of Grey. We hear that the Northern extension from Collingwood to Meaford is now being canvassed in the townships interested. Before these municipalities commit themselves to that scheme, you should be up and doing, as your chance of success may very much depend upon your promptitude.

NARROW GAUGE ADVOCATE

County of Grey, December 28th, 1870.

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4 Jan 1871

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the 26th ult., Prof. Davy was entertained to dinner at Markles' Hotel Harrison by the members of the Harrison Brass Band. Quite a number were present and a very pleasant time was passed.

We are requested to intimate that a meeting of the friends of temperance will be held in Knox' Church, on Wednesday next, for the purpose of discussing the temperance question. A cordial invitation is extended to all friends of temperance to attend.

OUR CANADA BOY desires to return his sincere thanks to those who so kindly responded to his call on Saturday last. He is of the opinion that none enjoyed New Year's day any the less for what they bestowed upon him at the same time it added to his enjoyment.

THE SPECTATOR says that "the narrow quakers had better do the best they can to get their line balanced to Bolton Village and then give the game up." How very thankful the people of Toronto must be for this price of gratuitous advice coming as it does from such an uninterested quarter.

SCHOOL EXAMINATION.—On Friday, 23rd ult., the school taught by Miss Henderson in the Township of Preston & S. No. 7, was publicly examined, by Rev. W. Morrison of Cedarville, in the presence of quite a number of parents and others. The scholars passed a very creditable examination. The trustees expressed themselves highly pleased with Miss Henderson as a teacher. She is engaged for another year.

SNOW STORM.—Monday and Tuesday of this week were the two most severe days of this season. It snowed almost without intermission from Monday morning until Tuesday noon, the wind at times blowing a complete hurricane. On Tuesday forenoon at times it was difficult to see the horses persons were driving. Fortunately the cold was not so intense as it has been somet' mes.

IMPORTANT TO KNOW.—Briggs' Magic Relief is a safeguard against sickness and it will in a few minutes relieve the patient from pain where other remedies require hours, and sometimes days to make a favorable change. The Magic Relief was invented by Dr. J. H. Briggs, of Boston, Mass., and is now sold throughout the United States and Canada.

Jan 3 1871.

Fall Wheat.....	\$1 05	€ 1 10
Spring Wheat.....	0 55	€ 0 65
Oats.....	6 28	€ 0 32
Peas.....	0 50	€ 0 60
Barley.....	0 35	€ 0 35
Butter.....	0 15	€ 0 16
Eggs.....	0 12	€ 0 15
Wool.....	0 30	€ 0 25
Apples.....	1 06	€ 1 50

New Advertisements.

Toronto, Grey and Bruce Railway.

GRANARY WAREHOUSE AT ARTHUR.

SEALED TENDERS for the construction of a Grain Warehouse at the Arthur station of the Toronto, Grey and Bruce Railway, addressed to the Secretary of the Company will be received by the Directors, up to the 20th day of January, 1871. Plans and specifications may be seen at the office of the Chief Engineer of the Company, Toronto, on and after the 8th day of January, 1871.

By order,

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

Toronto, 31st Dec., 1870. 3m.

Toronto, Grey and Bruce Railway.

THE BOARD OF DIRECTORS of the Toronto, Grey and Bruce Railway, are prepared to receive applications from persons desirous of availing themselves of the privilege of building Grain Warehouses on the Company's ground at the stations of the line.

The terms and conditions will be made known on application to the Secretary.

By order,

W. SUTHERLAND TAYLOR,
Secretary Treasurer.

Toronto, 31st Dec. 1870. 3m.

TENDERS.

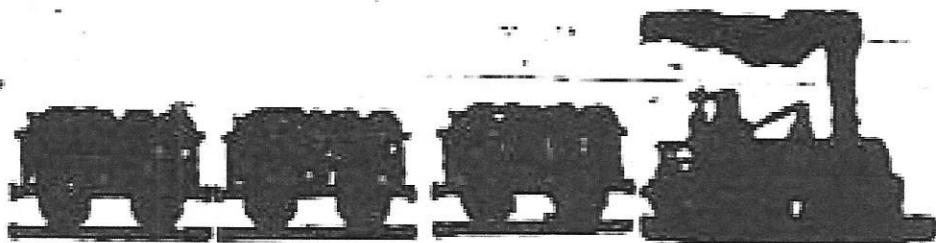
SEALED TENDERS will be received by the undersigned until Tuesday evening the 17th inst., for supplying

FORTY CORDS OF WOOD.

Must be all four feet wood, and composed of beech and oak.

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W. Wellington, Grey and Bruce Railway,

ONTARIO, CANADA.

HAMILTON, Dec. 13th, 1870.

To the Ratepayers of the County of Grey:

GENTLEMEN.—As the Toronto, Grey and Bruce By-Law has been defeated, I desire to state that so soon as the new Councils are organized in January, the Wellington, Grey and Bruce Railway Company will submit an equitable scheme for the extension of their Railway through the County of Grey to Owen Sound.

I have the honor to be, Gentlemen.

Your Obedient Servant,

W.M. McGIVERN,

President.

416-4

— Still they Come. —

A NOTHER large lot of Goods just received at

H.C. BRODERICK'S

COMPRISING

■ ON HAN
READY

Manufactured
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And all good
I am prepared

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To Order, as
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ENVELOPES,

COAL OIL LAMPS &c.,

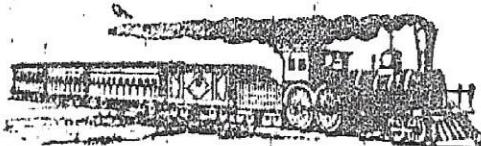
COAL OIL kept constantly on hand,
together with a variety of

FANCY GOODS.

T. STEVENSON.

Orangeville, Dec. 1, 1870.

48



TORONTO, GREY & BRUCE RAILWAY.

THE BOARD OF DIRECTORS OF THE TORONTO, GREY & BRUCE RAILWAY are prepared to receive applications from parties desirous of availing themselves of the privilege of building Grain Warehouses on the Company's ground at the several Stations on the Line. The terms and conditions will be made known on application to the Secretary.

By order,

W. SUTHERLAND TAYLOR,
Secretary-Treasurer
Toronto, Dec. 31, 1870.

1-311.

NOTICE TO CUSTOMERS!

ALL PARTIES INDEBTED TO THE SUBSCRIBER or either by Note or Book Account are requested to pay up forthwith. All accounts not paid before the first day of February next will be placed in Court for collection, without respect to persons.

NOTE.—THIS IS THE LAST WARNING
SEPHIA DONNER

Orangeville January 5, 1870.

1-311.

WANTED.

A N APPRENTICE WANTED. MUST GIVE
good reference. Apply to
T. H. ROFFE,
Sign of the "English Inn House,"
East Broadway, Orangeville.

Dec. 31, 1870.

1-311.

Strayed Bull

STRAYED FROM THE PREMISES OF THE
Subscribers, lot No. 9 to the 4th Concession, E. H.
St., in the Township of Halton, about the 26th of
December 1870, a Durham Bull, being 2 years old,
red and white with a triangular star in the forehead.
Any person giving any information that will lead to
his recovery, will be suitably rewarded.

HECTOR McLEISH

Dec. 31, 1870.

1-311.

W. T. PEARSON.

Orangeville, Dec. 8, 1870.

48-14

Merchants' Bank of Canada

Office—In Residence of late Dr. Hewat,
Corner of Second Street and First Avenue.

ORANGEVILLE

OFFICE HOURS:

From 10 A. M. till 3 P. M.,

Closing at 1 P. M. on Saturday.

W. H. SCOTT,

Agent.

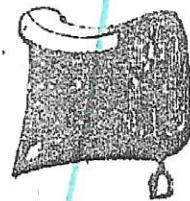
Orangeville, June 28, 1870.

28-14

ORANGEVILLE

Saddle and Harness ESTABLISHMENT.

THOMAS JACKSON.



THANKFUL for the liberal
patronage extended to him
for the past eighteen years, he
specially informs his old customers and the public generally,
that he has again risen from the
ashes of the late disastrous fire,
and is now in a position to supply
their wants from his New

Brick Shop on Mill Street, where he will constantly
keep on hand a large assortment of Double and Single
Harness, in all styles, and of the very best material;
Saddles, Bridles and Martingales, Whips, Spurs,
Curry Combs, Brushes, and every article usually kept
in a first class Establishment, at prices lower than
ever. A large assortment of Collars always on hand,
and being all manufactured on the premises by some
of the best Collar Makers in the Dominion, parties may
rely on having their horses well fitted with Collars;
Repairing in all its branches executed with neatness,
cheapness, and despatch. Orders solicited and satisfaction
guaranteed.

THOMAS JACKSON.

Orangeville Dec. 21, 1870.

31-14

STOVES, STOVES.

SEPHIA DONNER

S. Now in receipt of a large assortment of Cook, Parlor and Bed Stoves, which he is prepared to sell cheaper than any other house in the trade.

Cooking Stoves.—Metal Dutchess, Improved and Superior to the Iron Duke, Protection, Fortune, Queen City, Erie, Standard, Adriatic, Rattler, King, Porcupine, Great Western, Large and Small Burner, and other Cooking Stoves.

Packard Stoves.—Nubian, Sunbeam, Parlor Cook, Violet, Cupid, Cottage, Boston Parlor Cook, Magpie.

Bed Stoves.—Boston, Latse, Black Giant, Dallas, Zinc, Brass, Fulton, 4 slacks, Alpine, 5 slacks, Chapman, Calico.

SEPHIA DONNER

Orangeville Dec. 5, 1870.

18-14

Goods, Silks, Poplins, Mortises, Tartans, Winseys, Mill Nubias, Cross-Overs; Furs—Mink, Otter, Beaver, and Made Clothing Department and Quality. Broad Cloths, Cottons, Tweeds and Full Cloth and young, in Cow Hide, Kip, Rubber, Blankets, Sheet Tickings, and Hats and Caps and Mufflers. Their Hardw Mechanics' Tools, Shelf a Choice and Seasonable. Crockery—less variety of Goods and Mater particularize. We are prepared to do a lot, with a Stock greatly enlarged w^s & Cheap and reprice our Prices and Styl have

The Highest Cash Price

A call is respectfully

Orangeville Nov. 23, 1870.

Special Notice

NOW IS THE TIME TO PURCHASE WATCHES, CLOCKS,

The undersigned has just received
WATCHES, CLCKS, JEWELRY.
Fine Gold Wedding Rings.

Masonic, Odd Fellows and
Any design required made to order. Call and

BUY WATCH, CLOCK, AND

Done with neatness and despatch. All work represented

Sign of the Black Watch, at the

Orangeville, June 8, 1870. (48-14)

TORONTO, GREY & BRUCE RAILWAY. Grain Warehouse at Arthur.

SEALED TENDERS FOR THE CONSTRUCTION
of a grain Warehouse at the Arthur Station of the
Toronto, Grey & Bruce Railway, addressed to the
Secretary of the Company, will be received by the Di-
rectors up to the 20th day of January, 1871. Plans and
specifications may be seen at the Office of the Chief
Engineer of the Company, Toronto, on and after the
4th day of January, 1871.

By order

W. SUTHERLAND TAYLOR,
Secretary
Toronto, Dec. 31, 1870.

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agent here for the Toronto Tea Com-
pany. His tea and coffee is said to be
excellent. Call at the post office and get
a packet for a trial.

12 JAN. 1871

TEMPERANCE CONVENTION.—A tem-
perance convention under the auspices
of the "Canada Temperance Union" will
be held in the Temperance Hall, Tor-
onto, commencing on Tuesday next at 7
o'clock p.m. Delegates attending the
convention will be carried over the
Great Trunk Railway at half fare.

RAILWAY BY-LAW PASSED.—At the
Council meeting on Tuesday evening the
by-law granting aid to the Toronto Guelph
and Bruce Railway Company to the amount
of \$20,000 was read a third time
and passed, and thus we hope this long
voiced question of railway is ended.
The agreement with the company is to
the effect that the line is to be open
through from Toronto to this place on
or before the first day of December
next. And we expect to see the road
put under contract at once, and work
immediately commenced.

TEMPERANCE MEETING.—On Monday
evening last a public temperance meet-
ing was held in Knox Church here, for
the purpose of discussing the practicability
of organizing and carrying on effec-
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Owen Sound Advertiser

Owen Sound, January 19th, 1871.

THE RAILWAY.

Our County Council, now elected and soon to meet in Owen Sound for business, will have difficult and delicate work on hand in connection with railways. Grey expects this Council to do its duty. Its duty is certainly not to take up sides blindly for one company and against another, but calmly and impartially to hear both sides, and to do whatever it has to do in the matter,

from a regard to the interests of the County and not from any party spirit about Hamilton or Toronto, broad gauge or narrow gauge. The County is in fact in a very favourable position to drive a good bargain in the matter of railways. When two parties have, each, an article for sale the buyer need not be overcharged in the purchase if he only exercises ordinary prudence in bringing the two sellers into competition. We are aware that many ratepayers voted

against the recent by-law in favor of

Toronto, Grey and Bruce road just because

that vote was asked before a hearing was

given to the Wellington, Grey and Bruce

road. The main object of these men in giv-

ing a negative vote was to keep the railway

question open till the Hamilton Board had

time and opportunity to speak. The defeat

of the by-law, however much to be regretted

in some respects, has certainly secured an ad-

vantage to the County in deferring a deci-

sion till both companies have given their bid.

We have already had the bid of the Tor-

onto, Grey and Bruce road. They told us

distinctly their price, their route, their

stations, their time. It now remains that

the Wellington, Grey and Bruce road should

do the same. It will be the duty of the

County Council and especially of the

Reeves of the townships interested to bring

the matter to a point, and that before

long. — — — — —

Supposing the Wellington, Grey and
Bruce Board is in earnest in wishing to
build the road from Harriston to Owen
Sound; that there are formidable difficulties
in their path can be seen at a glance,
which of three possible modes is to be
chosen for securing the required horses? Is
the Wellington, Grey and Bruce Board to
fight out the bonus battle in each separate
township from Mount Forest to Owen
Sound, as did the Toronto Board at the
first trial? This will be a formidable busi-
ness as long as the Narrow Gauge Road is
hanging on the rear, or, which is more
likely, harassing the flank from the direc-
tion of Orangerville. Or is the Hamilton
Board to group the municipalities interested
after the plan of the Narrow Gauge. The
Hamilton Board could hardly venture on a
plan which they denounced in the recent
campaign as unrighteous; but even if they
could swallow their own words and ask
similar power from the Ontario Legislature,
they could hardly expect to get it without
much trouble as long as the opposing road
is on the watch. Neither of these plans
look at this moment, very possible. But
what of the third plan? Can a County
bonus be secured? On the bare proposal
of running their road on the eastern side of
the County it will be almost impossible to
carry a County bonus. We do not say it
would be unfair to tax the whole County,
or, a graduating scale, of having taxation
beside the nearest railway line; but as
things go in our selfish world the question
is not would it be fair, but would it carry?
It WOULD not carry. The eastern town-
ships would swamp the By-law as the
southern townships did in the recent vote.
We are warranted therefore in saying, that

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is not would it be fair, but would it carry. It would not carry. The eastern townships would swamp the By-law as the southern townships did in the recent vote. We are warranted therefore in saying, that there are grave, if not inseparable difficulties ahead of the Wellington, Grey and Bruce road in securing their bonus. Is this road to be driven from the field then as the Narrow Gauge has been twice? And is the Narrow Gauge to be a third time baffled? These are serious questions to our County and by no means pleasant or cheap play for the fighting companies. Now is the time, if ever there was a time in our County, when there is need of wisdom to bring order out of confusion. It would be a lucky thing could some compromise be discovered that would render further fighting unnecessary, and give us, without delay, one road or more than one. Is there not arrangement possible that would benefit equally all parts of the County, 'till bring within our bounds more than one line of railway? That is the precise form in which the railway question presents itself to us now. There is one plan by which the whole County can be served and three railways brought within our reach; and we believe it would be wise for the rival railway companies to come to an understanding about it at once, while nothing better could be desired by the County, and a County vote thereon could be secured without the least trouble. Let the Meaford railway be built from Collingwood to Meaford, let the Toronto, Grey and Bruce run its line from Orangesville to Owen Sound, and the Wellington, Grey and Bruce from Harrington to Durham. The Meaford road is content to stop at Meaford, and will build on condition of receiving \$120,000. The Hamilton road aimed at first at nothing beyond Durham; and so far as we understand it aims at nothing further even yet; and all it asked from the Durham Section to build its road that far was \$120,000. Now, as for the Narrow Gauge road, its proper course to Owen Sound is from Orangesville. From that line it would not have deviated but for the desire to get to Lake Huron through Bruce; and every effort should be made by this County to get the Narrow Gauge to resume its natural course as the line of connection between Owen Sound and Toronto. And for connecting Owen Sound with their line at Arthur that Company asks \$100,000--let each company get the terminus it wants, the route it wants, and the bonus it wants, and surely then we ought to have peace and good railway accommodation. Let there, therefore, be a County Bonus given of \$700,000. Of this sum let \$100,000 be given to the Narrow Gauge Road from Orangesville to Owen Sound, \$150,000 to the Northern Road from Collingwood to Meaford, and \$150,000 to the Broad Gauge Road from Harrington to Durham. This would be a good bargain all round.

Heretofore we have stood by the Narrow Gauge Road as the road that seemed on the whole the most useful and practical. We have still faith in this road; but we have some such compromise we have suggested. There is but a remote probability of having any railroad at all soon. By the plan we have hastily sketched these great advantages would be secured to the County. Contention between rival companies would immediately cease; two competing markets would be open to our County, and the rivalry between the three companies would ensure attention to low rates and moderate fares. We are not prejudiced in favour of any one plan, but in common with many feel anxious to see the iron horse without delay, and to see an end to the strife that suggests the horrible fate of the Kilkenny cats.

members of

New B were recently invented by town, which The use of roofing of carriage was all basement A compass, books will be of giving to Mr. S. has a of his patent in for terms. We what particular made but a ability and that before be in univer that such a maned value at present in construction

Derby - unusual geor on Saturday officers were Alex. Garv Vice-Presid Directors— John Chis Robertson Hardie, J Beaton, A Fleming, founded by authorized that the pu Society, be for the ear April next on Saturday

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Mason Georges L purpose to Wednesday bear, this v ever given by. Rapid o been proce rely upon I afford. W used by th will, this y success,

Up Wi \$1.22 for and W. C. Clark's G wheat was last at \$1. 25. Ti hold their evening, a

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modious grounds. Much of the prosperity of the society is undoubtedly due to the untiring exertions of the officers and Directors, and for their exertions in behalf of the interests of agriculture, they are justly entitled to the hearty thanks of the community generally. The following is a list of the officers elected for the current year:-

PRESIDENT.—Robert Govenlock, Seaforth.

VICE-PRESIDENT.—Edwin Cresswell, Seaforth.

SECRETARY.—William McConnell Egmondville.

TREASURER.—Julius Duncan, Seaforth.

DIRECTORS.—John Cowan, Thomas Grieves, Graham Williamson, James Broadfoot, William Chesney, William McCaa, John McMillan, William Bagley, Thomas McMichael.

AUDITORS.—Malcolm McDermid, and George E. Jackson.

Fresh Tea and Coffees at cost at W. A. Shearson & Co.'s

Wroxeter

SCHOOL MEETING.—At the annual school meeting Mr Thomas Herdage was re-elected Trustee. Another meeting is to be held on Wednesday, 1st Feb., for the purpose of electing another Trustee in place of Mr Ferguson, who has resigned his office.

ST. ANDREW'S.—The St. Andrew's Society of this town, who are noted for the excellent yearly celebrations with which they honor the patriotic friend holding a grand dinner in Gibson's Hall on the 22nd inst., were present; they will freshly sustain the good name which they have acquired.

RAILWAY MATTERS.—A deputation consisting of Tom Wilson, Esq., A. Worthington, Esq., M.D., of Worcester, John Messer, Esq., of Bidevale and others, left on Tuesday, 17th inst., for Hamilton, to consult with the board, on matters connected with the proposed railway. A special train takes the deputation from Elina.

FAIRBAINS.—This celebrated Scottish vocalist gave an entertainment in Gordon's Hall, on the evening of the 12th inst. The room was pretty well filled and on the whole the audience were very well pleased with the entertainment. The programme consisted principally of Jacobite songs interspersed with sketches of the adventures of "Bonny Prince Charlie" with anecdotes and incidents of the strife of 1745. A few songs of a different nature were also given by Mr. Fairbairn and other members of his troupe. The favorite of the evening was Miss Fairbairn who rendered "Barney O'Hea" in charming style. She received an enthusiastic encore to which she responded

sure to meet with every attention that a landlord is capable of bestowing on his customers.—Mr. Stretton has again got back to his old stand, the place lately occupied by Mr. Leonard. We hope he will be well patronized by his old cronies. On Monday, the day when Messrs. Leonard and Stretton moved, they entertained a large number of their friends at a free lunch.

SALT.—The great topic of discussion for the past week is salt. If you happen to drop into either a public or private house you are sure to see some one deep in calculations relative to salt. Even school boys talk about it. A company has been formed to bore for the precious article, composed of Messrs. Holmes, Armstrong, Livingstone, Leckie and Smith, parties who are capable and willing to undertake such an enterprise, and if they do not find salt, it will be because there is none to be found in Ainsleyville. They seem bent on pushing the work forward with all possible despatch, and expect to be boring by the 10th of February next. It is to be hoped that their work will be crowned with success.

—Another correspondent writes us on the same subject: Some of our enterprising men are making arrangements for the sinking of a salt-well in this village. Very little is known of it yet, but as Leckie's name is mentioned in connection with the enterprise, it is sure to go ahead.

CLAYBURN AGRICULTURAL SOCIETY.—ANNUAL MEETING.—The Annual meeting of this Society was held at Langdale Hotel on Friday the 15th inst. The following business was transacted. The treasurer gave a minute and satisfactory report of the finances for the past year which was unanimously adopted. Samuel S. Martin, Esq., of Franklin, was elected President for the current year, and W. G. Huntington was elected Vice-President. D. Stewart and John Leckie, Esq.s, were re-elected as Secretary and Treasurer. The following gentlemen were appointed Directors for the current year, viz.: Donald McLaughlin, W. R. Wilson, Robt. Broadfoot, J. J. McLachlan, J. W. Shield, Oliver Smith, James Johnson, Donald Scott, Daniel Woodruff, C. R. Cooper and Rev. Jno. Ferguson were appointed Auditors.

Moved by John Leckie, seconded by W. R. Wilson, that the Secretary send a report of this meeting to the Huron Exposition for publication. Carried. D. Stewart, Secretary.

Tuckersmith.

PRESERVATION.—On the evening of Friday, the 6th inst., the usual quiet of the parsonage of Rev. Joseph Eakin, was suddenly broken in upon by a number of

that the removal will have a beneficial effect. Although we do not like to lose so industrious a citizen from amongst us as Mr. Laurie, yet we sincerely hope that the change may have the effect of restoring him to his former vigor and strength.

Teeswater.

LONDON, HURON AND BRUCE RAILWAY.—At the railway meeting in Teeswater, on the 16th inst., Mr. G. McKibbin, Reeve, took the chair. Mr. T. W. Dyas, Engineer of the London, Huron and Bruce Railway, and Mr. Williams, of London, besides many of the influential men of Culross township, addressed the meeting in favor of the London Road. It was moved and carried "That this meeting having heard the deputation from the London, Huron and Bruce Railway, and believing that the Wellington, Grey and Bruce Company will not build their road in the time proposed, consequently having no right to our bonus, we are of opinion that it is to the advantage of this section to support the line that is making the best progress and that will arrive first in our midst."

Constance.

STRANGE OCCURRENCE.—We are informed by Mr. James Bullock, of this place, that his uncle, James Docherty, of Ohio, called upon him, and remained with him, at his residence, two nights and two days, and strange to say, on the time Mr. Bullock was in entire ignorance of whom his visitor was, supposing that he was a stranger who pretended to be buying cattle in the neighborhood. About two weeks afterwards, Mr. Bullock received a letter from his uncle informing him of the character of his visitor, and thanking him for the kindness he had shown to what he thought to be an entire stranger. The mistake may be accounted for from the fact that it is about 15 years since Mr. Bullock had seen his uncle before, and as the uncle represented himself as a cattle buyer, it threw him entirely off the track, and the truth never dawned upon him until he received the letter above referred to.

Mitchell.

THEFTS.—Thefts are becoming quite common in Mitchell.

MITCHELL FOUNDRY.—The energetic and enterprising proprietors of the Mitchell Foundry, have undertaken the contract to furnish all the machinery necessary for the sinking of the Listowel salt well.

ENTERPRISE.—The people of Mitchell have voted a bonus of \$1,000, to any person who will undertake to bore for

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GATLING OIL SCRAPER.—Briggs' Black Oil is acknowledged by all who have used it, to be superior to Gatling Oil, or any other medicine now before the public, for Bruises, Scalds, Cuts, Galls and Fresh Wounds of all kinds, Sprains, Frost Bites, Wind Galls, Lameness, Founder'd Foot, Weakness of Joints, Contraction of the Muscles, External Poisons, Scratches or Gashes, Bites of Animals—Cramps, and many other diseases incident to Horses' Gait, and Human Flesh. Sold by all Druggists and Country Dealers generally.

CONTRACT LET.—We are informed by the President of the T. G. & B. Railway Company, that the contract for the Mount Forest section of the line has been let to Mr. F. Shanly. The contract specifying that the work is to be completed by the 15th of September next. The President anticipates coming with the iron horse into our village by the 1st Oct. We are sure that should he do so, all will heartily welcome him.

DRAZES' MAGIC RELIEF.—It is a grand substitute for liquors. A few drops in a glass of water makes a very healthy stimulant, preventing coughs, colds, chills, increasing the circulation, warming the blood and keeping the system in a healthy condition. No medicine has ever been more successful in curing chills and fever and other diseases incident to our climate. Rheumatic and Neuralgic affections give way to it, when all other remedies have failed. It is eminently a Family Medicine, and by being kept ready for immediate use in cases of ac-

W. Lewis, S. B. S. T.

Village Council.

Jan. 18th, 1870.

The council met in accordance with adjournment at Evans' Hotel, at 7.30 p.m. Present,—The Reeve in the chair and Councillors Dunbar and Stoval.

Minutes of last meetings read and ordered to stand approved.

The Reeve named Jas. C. Wilkes as auditor and Chas. Bailey was appointed auditor on behalf of the Council.

The clerk then read the following handed in by councillor Crawford:

To the Reeve and Council of the Village of Mount Forest.

GENTLEMEN.—Having differed in opinion with you in reference to the guarantees given us by the Toronto Grey and Bruce Railway Company on the granting of our bonus of twenty thousand dollars in aid of the said railroad company and having failed in my efforts to have the matter brought before the people, in the form of a public meeting in consequence of which, I have not had the opportunity of knowing that my course was approved of, therefore, I feel it my duty to vacate my seat, and on the above grounds, I hereby tender my resignation.

I remain gentlemen, Yours &c., J. M. CRAWFORD.

January 18 1871.

On motion the same was laid on the table until next meeting of council.

With leave granted a by-law was introduced and read in the 4th and second time, to amend by-law relative to place a place of meetings of the council in

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The Railway.
We announced last week that Mr. F. Thain had taken the contract for building the section of the Toronto, Grey and Bruce Railway, from Arthur to Mount Forest, and he is now making preparations to push the work on with all possible vigour. In another column will be found his advertisement for tenders for the supplying of ties and fencing the road. Already we hear of several contracts being let. We understand that Mr. D. Yeomans has seven miles of fencing at this end of the section. Mr. J. Walker has the first four miles of ties to supply, and Messrs. T. Stave and R. Jobling the next four miles. The District Engineer, Mr. J. Simpson, has opened an office on Wellington Street, a few doors from the Post Office, so that from all appearance, we may expect a very busy time in this section.

Clermont Council.

January 16, 1871.

Minutes of the first meeting of Clermont. The members elected having made their declaration, the Reeve took the chair.

Minutes of last meeting read and approved.

The Clerk presented an application from Thos. Ryan, Esq., Local Superin-

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Still Ahead!

FACTS THAT CANNOT BE DENIED!

**THE
Owen Sound Advertiser**
THE LARGEST WEEKLY IN
THE DOMINION.
THE LARGEST CIRCULATING
MEDIUM.

In this, of the Surrounding Counties, and its circulation.

Still on the Increase!

All Local News of importance, Editorials on the Leading Events of the day, Full and Reliable Market Reports, Family Reading, Hints to the Farmer, Domestic Economy, and in fact everything of popular importance, is to be found in the columns of the *Advertiser*. When we enlarged and otherwise improved the *Advertiser* one year ago, we were determined to make it the Largest County Journal in the Dominion, and the First and Most Reliable Newspaper in the County of Grey, and the increased support we have received since that time is proof that we have been successful. Notwithstanding the recent foolish attempt of one of our colleagues to take the lead in the newspaper line in this country, we believe we but speak the minds of a great majority of the reading public, when we say it is *now* *ranked* 1. We would respectfully ask a comparison, and leave it to the advertising community, as to which paper is the best medium to make their announcements in. If you want the best paper in Grey, subscribe for the *Owen Sound Advertiser*. Call and get a specimen copy and be convinced.

Now Every description of Printing executed in a manner to give satisfaction, on short notice and at the lowest Postage Rates.

JAMES H. LITTLE,
PUBLISHER & PROPRIETOR.

Owen Sound, Feb. 11, 1871.



Owen Sound Advertiser

Owen Sound, February 2nd, 1871.

THE RAILWAYS BEFORE THE COUNTY COUNCIL

It is impossible, as we stated in a recent article, for any one railway scheme that we know to carry a *County vote*. Our County is so large, its railway interests are so wide apart, that, to carry a *County bono*, it would be necessary to divide that bono between two or three companies. Separately and alone no company need try Grey. Our position on this point is borne out by the recent vote of our County Council. By a large majority it handed over the competing claims of the Hamilton and Toronto Roads to the Heeres and Deputy-Reeves of the Townships interested in the question. It would only be a waste of time and a waste of money for the Council to authorize the polling of the County on the railway question in this form, and their decision will, therefore, meet public approval. But it cannot be inferred from this that the pleading that took place at the bar of the Council, by the opposing railway companies, is pleading thrown away. It is useless pleading, as far as the County as a whole is concerned, but much to the point before that audience composed of the clever municipalities whose votes will decide the question a few weeks hence.

On Thursday last, our day of publication,

of the Reciprocity Treaty with the United States, tend eastward by the St. Lawrence to Liverpool. But in the event of closer commercial relations with the United States, they might resume their old channel across the line into the neighboring Republic.

Another point of importance is—Which of these two roads can carry us and our products cheapest. The Broad Gauge carries two tons of dead weight for every ton of freight; whereas it is claimed that the Narrow Gauge carries only ton for ton. Such being the case, should not the Narrow Gauge be able to carry a ton of freight at a much lower rate than the Broad Gauge? Oh! a few miles of road this would not make so much difference, but on a ton of freight it must needs be considerable at such distances as 135 miles, which would be the distance to Toronto, and 148 miles, which would be the distance to Hamilton. A third point of some importance is the question which road can attend to our business best? To be a servant of servants is not a very desirable position for a man to occupy in this world; nearly as bad, for efficient service, is it to be a branch of a branch of a line of railway. The Galt merchants could tell something about this when their freights would lie for weeks at Harrisburgh, because the Great Western main line would needs attend to its principal customers before it could attend to branch interests. When the feeders of some great river get too full in time of flood, and poor enlarged waters into the main stream, the main stream gets choked up, and bad consequences follow. A full stream of traffic from Grey and Arthur from Bruce meets at Galt, they pass in a

united stream till they come to Harrington Junction, where the heavy stream from the West rushes past. The added volume of traffic rolls on to Hamilton where another heavy current falls in from the East—the Toronto branch—and the whole then passes on to Suspension Bridge, that is some time or other. What attention, therefore, can a branch give to our interests in comparison with a main line? We are fully aware of the answer to this. A strong branch well managed is better than a weak main line badly managed. No doubt the Great Western is a powerful road, and under good management, but what the Toronto, Grey and Bruce Road will be a priori answer problem.

These, however, are some of the questions that the rate payers must consider seriously in deciding on the merits of the rival railways. We may congratulate ourselves on the position as having before us two evils. It will surely be our fault unless we make a good bargain. In the meantime we have consulted ourselves with showing how the question stands, and will reserve to some other occasion a more definite expression of our opinions.

Standing of Pupils at the Owen Sound Grammar School

The following extract from the publication of which has, owing to various causes, unfortunately been delayed until the present will be found to contain the names of all pupils in the highest form of the Owen Sound United Grammar and Common Schools, who attained an average of 80 per cent, or over of the mathematics marks obtainable during the half year ending with Decr. 1st, with two exceptions. These same stand first and second on the list in each class received the prizes which the liberality of the people of Owen Sound enabled the teachers to award, but no pupil received more than two books. Prizes were also given to several who though they did not reach the first or second place in any class, were yet entitled by their general diligence and improvement, to some reward.

EXTRACTS.

Mrs. A. Modell 93; Martha Moir 93; John McLean 92; Emma Spragg 94; M. E. Creaser 77; C. Black 87; Bertha Moore 83; M. Both 80.

EXTRAS GRAMMAR.

RAILWAYS.

To the Editor of the *Advertiser*.

Sir.—Will you allow me, through your paper, to reply to an attack made upon me by the *Markdale Monitor* of last week, under the head of "The War-denship." The subject of the "Markdale Extension" is the burden of the article, and, as there are charges made in reference to my conduct in connection therewith, I cannot, in justice to myself, let the matter pass without notice.

The *Monitor* alleges that "Messrs. Lane and Stephens (A. N. Stephens) made themselves busy by undertaking a mission to Toronto, partly to incite the force of the growing clause in the North Grey Railway charter to the Township of Collingwood, Stephenville and St. Vincent, but more particularly to secure the help of these townships to the Narrow Gauge project." The first charge, that Mr. Stephens and I went to Toronto to incite was the North Grey Railway Charter, entirely without foundation; there is not a particle of truth in it, and I should be surprised that the *Monitor* could, under such circumstances, state that I have been caught by experience not to be surprised at anything the *Monitor* may say. The non-observance by us of the *Markdale* Charter was not premeditated, for the simple reason that we had not the slightest knowledge that the *Markdale* people (I say *Markdale* for I believe it is incorporated in *Markdale*) were applying for the power embodied in the charter. I happened, by accident or out of curiosity, to be in the *Markdale* Committee room when the *Markdale Extension* Bill was brought before the Committee, and I then learned, for the first time, that the Bill was being read clause by clause that it contained a provision by which Owen Sound and Sydenham, or any other contiguous municipality might be made to contribute towards the extension of a road to Niagara. I was very, Mr. Editor, that I was taken in by surprise, for I had never for a moment occurred to me that the proponents of the *Markdale* extension contemplated taking for more than ordinary powers by which they could build their road at their own expense. Mr. Sing, trustee of St. Vincent, was before the Committee in the interest of the Hill apparently. I pointed out to him his injustice that might be committed under the power he was claiming I objected to him the *Markdale* being placed in the power of these townships, and I also objected on behalf of Sydenham. He said they had no objection to bringing Owen Sound into the scheme, and tried to persuade me not to interfere. I determined to interfere as far as Owen Sound was concerned, at all events, and I drafted a protest that Owen Sound should be excluded from the operation of the Bill. By the time that I had drafted the protest the clause in which *Markdale* added had been read, and the Committee had passed on to another clause. I had only included Owen Sound in the protest. Not feeling warranted in interfering in the affairs of Sydenham, I spoke to Mr. Scott, however, and said that Sydenham should be included in the protest, and it was so included by him. After the Bill had been read in full, Mr. Scott proposed to add the protest in the seventh clause, and as soon as the name of Sydenham was mentioned Mr. Sing recurred against the protest, and caused it to be struck out to get a bonus back of a portion of Sydenham, at all events. As soon as I could see Mr. Stephens I stated to him what had occurred in the Committee room, and we both agreed to have the matter left before the *Markdale* Committee unexamined at once. These are the simple facts, the public know the rest.

Mr. Sing argues that the provision referred to in the *Markdale* Bill is similar to a provision in the Toronto, Grey and Bruce Charter. I admit the fact, but neither Owen Sound nor Sydenham are responsible for that provision, and were not, and protest accordingly against the possibility of the perpetration of an injustice as far as we are able.

I will say here to the boasted "prosperity" of the *Markdale*, that I would not be *Markdale* for 1871. Then had I chosen to have and the Town I represent as *Reeves* for the year of 1871, I could have been *Warden* for 1871, acknowledging the puny efforts of the *Markdale* to the *Markdale*. I hope, for the sake of morality, that the editor of the *Markdale* may never have a similar opportunity.

Perhaps the *Markdale* in its wisdom can "not" see that Messrs. Stephens "were" to secure the help of these townships by going to Toronto. I should imagine that the most natural place to go to secure the help of these townships would be to go to "these townships" themselves, but the *Markdale* makes some sad blunders, in fact I think it seldom makes anything else. They have no objection, however, to inform the *Monitor* of the object Mr. Stephens and I had in going to Toronto. We had been given to understand, in fact it was a matter of public notoriety, that the Northern Rail-

road was to be built in replica of the Great Western between Toronto and Hamilton, Mr. A. R. McMaster asked for explanation. The *Advertiser* said when the matter was brought up in the Council the Secretary was directed to write to Mr. Bayliss and Mr. Muir on the subject. They had not yet received a reply from Mr. Muir, but from Mr. Bayliss they received the following letter:

GRAND TRUNK RAILWAY OF CANADA
MANAGERS, TORONTO, ONTARIO,
AT TORONTO, JUNE 29, 1871.

DEAR SIR.—Your letter of the 26th instant, asking whether the Grand Trunk, Wellington, Grey and Bruce Railroad, has been placed in my hands.

Since that line has been turned from Guelph to Fergus, it has had the effect of sending a considerable quantity of traffic to Hamilton and other points on the Galt-Wellesley line, which used previously to come over the Galt and Trunk Railway from Guelph to Toronto and other places. The Great Western Company, who control the Wellington, Grey and Bruce line, have refused to allow our cars to pass over the line between Guelph and Paris, and have thus prevented us from bringing to Toronto and other points business which shipped along the line of the Wellington, Grey and Bruce Railway desire to send. The Great Western Company have placed the rates on the line from Fergus to Guelph and Hamilton at such discriminating prices as forces the business to go to Hamilton and prevents it coming over the Grand Trunk to Toronto and elsewhere.

If this information is not sufficient I shall be glad to give any more information from you.

I am, &c., Yours truly,
C. J. BRYDges,
Secretary Board of Trade,
Toronto.

Break of Gauge.

There is now, thanks to the Great Western railway Company, (of whom our beloved low-citizen, Hon. W. McMaster, is President), a break of the gauge between the Galt and Guelph, Wellington, Grey and Bruce branches of the Great Western railway, and the city of Toronto. All freight, live stock, and passengers, destined for Toronto, from points between Harrisburgh and Alton, have to be transhipped at Hamilton from the five feet six inch gauge to the four feet eight and a half inch gauge. The people of Wellington and Bruce were snared and deluded with the promise of a choice of marketable railways at Guelph, while the fact is that they have now no option but to send their freight to Hamilton and any destined for Toronto has to bear cost of transhipment and the freight from Hamilton to Toronto, instead of being carried direct from Guelph to Toronto without transhipment, as promised.

The effect of these horrid railroads tactics has been to cut off from Toronto and the Grand Trunk at Guelph a large business, and have it carried over the New York Central to New York, and to Canada, and still instead of over the Grand Trunk and the Canadian line of steamboats to England.

Notwithstanding the disadvantages to which the trade of Toronto is subjected by the Great Western management, a portion of the business still remains in Toronto, consequence of the superiority of this market.

We labour under the additional disadvantage of being divided amongst ourselves, and we have in our midst those who rejoice at the defeat of the *Grey* by law and who defend the Great Western Railway "break" merely out of spite, because they were not allowed the power to manage the Toronto, Grey and Bruce Railway. Nevertheless, we hope we have enough of spirited public men on the Board of Trade who are loyal to the interests of the city, and who will get about rectifying the evils of which we complain. Our railway men are those of Hamilton, by the *Advertiser* generally, but we hope, that not a town will be lost naturally until we secure our share of the trade of the *Great Western* country. —*Telegraph*.

We are indebted to Mr. Armstrong, Esq., Clerk of the Peace, for the following Military Census Returns recently taken in this town. Unmarried, or widowers, without children, 200; married, or widowers with children, 200; all of 40 years of age,

COUNTY COUNCIL.

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it is impossible, as we stated in a recent article, for any "new railway scheme that we know to carry a County vote." Our County is so large, its railway interests are so wide apart that, to carry a County bonus, it would be necessary to divide that bonus between two or three companies. Separately and alone no company need try Grey. Our position on this point is borne out by the recent vote of our County Council. By a large majority it voted over the competing claims of the Hamilton and Toronto Roads to the Reeves and Deputy-Reeves of the Townships interested in the question. It would only be a waste of time and a waste of money for the Council to authorize the polling of the County on the railway question in this form, and their decision will, therefore, meet public approval. But it is not to be inferred from this that the pleading that took place at the bar of the Council, by the opposing railway companies, is pleading thrown away. It is useless pleading, as far as the County as a whole is concerned, but much to the point before that audience composed of the eleven municipalities whose votes will decide the question a few weeks hence.

On Thursday last, our day of publication, delegates from the Wellington, Grey and Bruce, and Toronto, Siry and Bruce Railways asked leave to address the Council of Grey in the interests of their respective roads. Leave was granted, and at two o'clock the pleading began. In behalf of the Broad Gauge, which we will call the Hamilton Road, there appeared Wm. McGivern, Esq., President; Thomas Ridout Engineer; James Turner, and Dr. Hamilton, in behalf of the Narrow Gauge Road, which we may call the Toronto Road, there appeared John Gordon, Esq., President; R. Wrappa, Engineer, and Captain Dick.

The early history of their road, upon which the Hamilton men long to dwell, we pass over, and hasten to tell our readers what these men say as to their present facts, prospects and promises. According to them, to the President, the Hamilton Board are now authorized by the Great Western Board to proceed with the Grey extension to Owen Sound. The momentous telegram that bids us hope, given in full, runs thus:—"Grey-extension acceded to." To reach Owen Sound they propose to start from Clifford, some miles north of Harrington, and they give us our choice of two routes. They will sweep round from Durham, by way of Cornishas and Walters falls to Owen Sound, in 67 miles, for a bonus of \$300,000. Or they will lay the Garfield Road within a mile or two west of the east side, and reach Owen Sound in about 50 miles. For this route, though 7 miles shorter, they would ask a bonus of \$310,000, being \$10,000 additional on account of the engineering difficulties to be met in crossing the Rocky Saugeen. They further promise that the road will be open to Owen Sound in two or a half or three years, and that in course of time the gauge, which is now 6 ft. 6 in., for the Wellington, Grey and Bruce Road, will be reduced to 4 ft. 6 in., to correspond with the Great Western and American Roads. Far all these things they promise to give reasonable security.

The President, John Gordon, offered in behalf of the Toronto Narrow Gauge Road, Our readers are so familiar with the details of that road, its route and time that it is unnecessary for us to repeat in full the statements of the President. The Toronto Road adheres to all its recent offers. It will run its line from Mount Forest to Owen Sound by Durham, Griffin's Corner, Chatsworth in eighteen months, exactly as was arranged at the time of the last vote. It instead of asking \$400,000 it will now take \$300,000.

Our readers will perceive, from the above statements, that our railway controversy is brought now into narrow limits. During the recent agitations there were many issues raised. Some maintained that the point at issue was—the Narrow Gauge or none. Others maintained that the point was the Narrow Gauge for so much, and the Broad Gauge for so much more. All these issues we can now dismiss. The two competing roads, offer the same route at the same price, with one year's difference in time. The question now is simply this one:—Which of these two articles offered at the same price is the best?

This is a question which cannot be settled as easily as one would suppose at first sight. In favor of the Narrow Gauge to Toronto, there are strong arguments; while there are strong arguments in favor of the opposing line to Hamilton. Which ride is the stronger, which scale is the heavier of the two? Is the question the rate payers of the Western municipalities of Grey will be called upon soon to decide?

To decide this question intelligently, and in a way that would leave no regret in after years, several elements must be considered. There are three points especially of great importance that ought to be kept prominently in view. First, Which of these two roads will open to our farmers and merchants the best market. The wideness or narrowness of the gauge is a matter of less importance than the markets. And this raises another question. Which is the natural outlet for our products. There is no doubt that our products, since the abolition

Standing of Pupils in the Owen Sound Grammar School.

The following statement, the publication of which has, owing to various causes, unfortunately been delayed until the present, will be found to contain the names of each pupil in the highest form of the Owen Sound Unified Grammar and Common Schools, who attained an average of 80 per cent, or over of the maximum marks obtainable during the half year ending with Dec. last, with two exceptions. Those whose names stand first and second on the list in each class received the prize which the liberality of the people of Owen Sound enabled the teachers to award, but no pupil received more than two books. Prizes were also given to several who, though they did not reach the first or second place in any class, were yet entitled by their general diligence and improvement, to some reward.

SPANNING.
Miss A. Moffett 92; Martha Meir 92; John McInnis 97; Emma Sprague 94; M. E. Creaser 77; C. Black 87; Berrie Hall 82; M. Beith 81; W. Hamner 71; J. Parker 81.

SESSION GRAMMAR.
Kachel A. Sommer 87; J. McInnis 81.

SENIOR COMPOSITION.
Martha Meir 94; M. A. Moffett 91; C. C. Smith 91; L. Cumming 91; G. E. Williams 90; E. Sprague 89; T. D. Couper 85.

JUNIOR COMPOSITION.

C. Black 85; J. McInnis 84; N. Morrison 83; Emily Elwell 82; G. Gordon 81.

SESSION GEOGRAPHY.

Annie P. Smith 87; John Morgan 91; Lilly Cumming 95; Josephine Smith 94; E. Sprague 94; Wm. Hamner 92; F. Beith 85; M. E. Creaser 85; Concordia Smith 84; J. McDougall 82; Miss A. Moffett 82; M. Beith 80.

JUNIOR GEOGRAPHY.

George P. Creighton 95; John McInnis 60; Charles Hall 86.

ANCIENT HISTORY.

Martha Meir 82; L. Cumming 95; J. Morgan 95; W. Mulholland 92; T. D. Couper 89.

SENIOR CANADIAN HISTORY.

M. Meir 99; J. Morgan 92; L. Cumming 98; E. Sprague 96; W. Hamnerman 95; A. P. Smith 95; J. Smith 93; W. Mulholland 89; T. D. Couper 87; M. E. Creaser 97; C. C. Smith 86; Agnes J. Patterson 86; Minnie Smith 86; F. Beith 85; J. McDougall 84; Miss A. Moffett 83.

JUNIOR CANADIAN HISTORY.

G. P. Creighton 98; J. McInnis 92; Julia A. Hall 83.

SENIOR ARITHMETIC.

John Morgan 97; W. Mulholland 91; Lilly Cumming 91; W. Hamnerman 87.

JUNIOR ARITHMETIC.

Stephen E. Brown 87; C. Hall 80.

NUMERATION.

W. F. Trotter 98; W. Hamnerman 93; P. A. Brown 88; L. Cumming 86; M. Meir 85; J. McInnis 83.

SENIOR GEOMETRY.

None up to standard; W. F. Trotter 77; L. Cumming 74.

JUNIOR GEOMETRY.

John McInnis 85; W. Hamnerman 84; John Morgan 91; M. J. McInnis 82; J. A. Hall 85; John Parker 80.

SENIOR ALGEBRA.

W. Hamnerman 83; L. Cumming 80.

ALGEBRA II.

M. Meir 95; E. Sprague 95; M. Beith 94; J. Smith 93; P. A. Brown 93; A. P. Smith 91.

JUNIOR ALGEBRA.

M. E. Creaser 91; J. A. Hall 90; Agnes Patterson 89; N. Morrison 88; G. E. Williams 87; M. A. Moffett 86; J. McInnis 86; M. J. McInnis 83; F. Beith 83.

SENIOR TRIGONOMETRY.

M. A. Moffett 94; L. Cumming 92; T. D. Couper 90; P. A. Brown 94; A. Patterson 87; C. S. Smith 85; W. Mulholland 82.

TRIGONOMETRY.

A. J. Smith 91; E. Sprague 95; O. E. Williams 85; J. Parker 85; F. Beith 85; J. E. Elwell 82; John M. Douglass 81.

JUNIOR FRENCH.

Minnie Smith 91; M. A. Dowsey 92; Rachel A. Summer 82; Charlotte Black 80.

LATIN V.

W. Mulholland 96; Thomas D. Couper 83.

VI.

M. A. Moffett 94; L. Cumming 91; M. E. Creaser 84; John Morgan 84.

VII.

John M. Douglass 81.

II.

E. Sprague 97; W. Hamnerman 93; C. Hall 92; G. P. Creighton 96; J. McDougall 97; Jan. Douglas 85; C. J. Scigel 84.

III.

A. Turner 94; Stanley Stephens 83.

IV.

T. D. Couper 89; W. Mulholland 77.

V.

To the Editor of the "Advertiser."

SIR,—I, as a ratepayer, would like to know from the Chairman of the River and Harbor Committee of last year, if the Harbor dues have all been collected, and if so why not paid into the Treasury.

Yours etc., J. E. DODDLE.

each see Mr. Stephens, I stated to him what had occurred in the Committee room, and we both agreed to have the matter laid before the municipalities interested at once. These are the simple facts, the public know the rest.

Mr. Sing argues that the government referred to in the Meaford Bill is similar to a provision in the Toronto, Grey and Bruce Charter, admits the fact, but neither Owen Sound Systematics are responsible for these provisions, and consequently there is no reason why should not protect ourselves against the possibility of the perpetration of injurious acts by us.

I will now bear to the boasted "prosperity" of the Monitor that I should be surprised for 1871. That, had I chosen to have my Town represented as Peace for the sake of Warship, I could have been elected in 1871, notwithstanding the many efforts of the Monitor to the contrary. I hope, for the sake of morality, that the editor of the Monitor may never have a similar opportunity.

Perhaps the Monitor is, in its wisdom and fore-sight, "Meets its own Scheme," and is prepared to secure the help of these townships by going to Toronto. I should imagine that the most natural place to go to secure the help of these townships would be to go to "these townships" themselves, but I do not think it seldom makes anything else.

Mr. Stephens, however, to inform the Monitor of the object Mr. Stephens had in going to Toronto. We had been given to understand, in fact, that the Monitor makes some sad blunders, in fact, that he has no objection, however, to inform the Monitor of the object Mr. Stephens had in going to Toronto. We had been

given to understand, in fact, that the Northern Rail had agreed to accept \$120,000 from the Township of Collingwood, St. Vincent and Euphrasia, to extend their line to Meaford, and as the people in this section were anxious to share with their neighbors in the benefits of Railway accommodation and as we found by calculation, that if we could prevail on the T. G. & B. Co. to run their main line direct from Orangeville to Meaford, and adopt our scheme generally, the details of which there is no necessity of going into, and that of making the arrangement a County scheme, that the borders in each municipality would be made comparatively light. For instance, the township of St. Vincent under our proposed arrangement would have to pay instead of \$60,000 something less than \$35,000, and so on.

Mr. Stephens and I in our simplicity (and I can assure the people of these three townships that we were in earnest, and contemplated no trick) considered that if we could arrange our scheme with the T. G. & B. Co., that could prevail upon them to adopt it, that the townships of St. Vincent and Euphrasia would, at all events, have been glad to come into the arrangement.

The Toronto, Grey and Bruce line would have come within a stone's throw of the North-west corner of Euphrasia, and would have accommodated a considerable portion of that township, as well as of the North-west corner of St. Vincent. I admit that this would not have answered the designs of the "aggressive" little village of Meaford so well, but it would answer the wants of the townships much better, and prevent a monopoly at Meaford. I do not blame the township of Collingwood for not going into her scheme, for the quota would have been slightly increased instead of lowered, and she would not, probably, derive any compensating advantage from our line.

As I have already stated, we met Mr. Sing in Toronto, and we proposed our scheme to him. We were a little surprised that he appeared intent to do from the first; the only reason could account for this, was that he was a Meaford man. He said we had better see Mr. Chamberlain. We took his advice and did see him. He (Mr. Chamberlain) told us he would consult his township, and that whatever they agreed to should be done. He did consult them, and I have his letter and a copy of the proceedings had at a joint meeting of the Councils of the three respective townships, from the tenor of which I gather that the question was left in the hands of these Councils, and they decided not to unite with us in our scheme.

I have nothing more to add. Mr. Editor, further than that I am not aware of ever having exhibited any "solicitude," "treachery" or otherwise, for the "success" of the Collingwood and Meaford extension." Its success or failure was a matter of perfect indifference to me, further than that some of my best friends—friends at one time, at all events—were advocates of it, and I should have been glad to see it succeed, notwithstanding the wish of the Monitor to stifle on the subject.

I further take the liberty to state to the Editor of the Monitor, that he asserts what I believe he knows to be untrue, when he states that I had the "effrontery to propose the scheme, but to confess" that "his probable effect would be to indefinitely retard, perhaps entirely kill the Northern extension to Meaford."

I would advise the Editor of the Monitor to keep his "sympathy" for his more intimate friends. They will require it all before they get through the business they have in hand, especially if the Editor of the Monitor occasionally lends his assistance.

Yours etc., S. J. BANE.

County Council.

(Continued.)

The granting of the sum of \$100 was refused for the purpose of making approaches to the new bridges on the County line between Beeton and Huron.

The sum of \$10,000 was placed to the credit of various electors of the Gravel Roads as per report of the Committee on Roads and Bridges.

A resolution granting the sum of \$20,000 to improve roads in the townships of Preston, Melancthon, Euphrasia, Sullivan, Huron, Scarawak and Kippel was put and lost. \$4,000 was granted for the improvement of gravel roads in the different sections of the county.

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ings of the

y ago.—In a few days ago, it was given to me, which prove the informant is a the Cincinnati and Jacobs, of he had come or been over a several. George the informant, a local reporter, disclosed the efforts to such dry terms, and it suicide and at was a response. The edge Oct., found on the ground at the informant's home of the "Painting" and dangerous, since he has persons seen newspapers carrying false news about, who might his action against the establishing of that we have

Montreal Writ-

downs:

the present day is in full extent of the house hardly fair to be rigorously be respected, an example hearts of all who last wintered his group, finding it too far from French half Frenchman apprehension several men some twenty hit the bird door of the old master of ride, came to know go to the in progress ed in fact the young dispersed within the

house, and for a short time in the country, as it was known, of course, to be in short time, 12,000. The distance between the two towns, fifty and Bruce Railway Company got power from Parliament to group the municipalities forming the eastern section of the County of Grey, this one group for railway purposes.

The effect of this arrangement, of course, to form that section virtually into a county for the business on hand. On the following, within the boundary of the group, the majority of the rate-payers rally at they do in a county vote. Supposing, therefore, one or two townships in the south should want some railway scheme that was for the benefit of the whole, the votes of the whole section, if in favor of that scheme, would force these opposing townships to pay their share of what was for the general good.

Against this principle there is opposition in the Ontario Parliament. Mr. Blake has joined forces with the House on the matter, and indeed, it would seem, to test the sense of the House on that point. The opponents of the grouping clause assert that it is wrong. Is their position correct?

A point of this kind may be argued on abstract principles. And it might be possible to say a good deal on both sides of the abstract question, though nothing can be argued, even on this ground, that justifies the strong language that some men have used against sectional boozers.

We can, however, arrive at a true conclusion of the rightness or wrongness of the matter by looking for a little the abstract region and coming direct to the region of actual facts.

In the group of municipalities in whose vote Eastern Grey is interested, there are two townships, Egremont and Normandy, whose position is rather peculiar in regard to our railway question. When the Narrow Gauge comes to Mount Forest, Egremont has a railway at its south-western corner. When the Broad Gauge runs on to Walkerton, Normandy is similarly situated on that road. If these townships were polled as townships, they would all likelihood go against any bond for further extension of the railways. They would go against the bonds for two reasons. They would oppose it first, because they reason that the townships north of them ought best on having the road, that they will have it through their townships whether they pay for it or not.



Still Ahead!

FACTS THAT CANNOT BE DENIED

THE Owen Sound Advertiser

THE LARGEST CIRCULATING MEDIUM,

Still on the Increase!

All Local News of Importance. Editorials on the Leadline Events of the day, Fall and Reliable Market Reports, Family Reading, Hints to the Farmer, Domestic Economy, and in fact everything of general importance, is to be found in the columns of the Owen Sound Advertiser, and otherwise improved the Attention of our readers. We have determined to make it the Largest Country Journal in the Dominion, and the Best and Most Reliable Newspaper in the County of Grey, and the increased popularity we have received since that time is proof that we have been successful. Notwithstanding the recent futile attempt of one of our competitors to take the lead in the newspaper line in this country, we still hold the minds of a great majority of the reading public in our hands.

We would respectfully ask a competitor, who is in the advertising community, to which paper is the best medium to make their advertisements in. If you want the best paper in Grey, subscribe to the Owen Sound Advertiser. Call and get a specimen copy and be convinced.

Every subscriber of the Owen Sound Advertiser is assured of personal service in every article and at the lowest possible rates.

JAMES H. LITTLE,
Proprietor & Publisher

Owen Sound, Feb. 1, 1871.



Owen Sound Advertiser

Owen Sound, February 9th, 1871.

THE GROUPING CLAUSE IN RAILWAY BILLS.

For readers are aware that during last Saturday and the Sundays, fifty and Bruce Railway Company got power from Parliament to group the municipalities forming the eastern section of the County of Grey, this one group for railway purposes. The effect of this arrangement, of course, to form that section virtually into a county for the business on hand. On

the following, within the boundary of the group, the majority of the rate-payers rally at they do in a county vote. Supposing, therefore, one or two townships in the south should want some railway scheme that was for the benefit of the whole, the votes of the whole section, if in favor of that scheme, would force these opposing townships to pay their share of what was for the general good.

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We can, however, arrive at a true conclusion of the rightness or wrongness of the matter by looking for a little the abstract region and coming direct to the region of actual facts.

In the group of municipalities in whose vote Eastern Grey is interested, there are two townships, Egremont and Normandy, whose position is rather peculiar in regard to our railway question. When the Narrow Gauge comes to Mount Forest, Egremont has a railway at its south-western corner. When the Broad Gauge runs on to Walkerton, Normandy is similarly situated on that road. If these townships were polled as townships, they would all likelihood go against any bond for further extension of the railways. They would go against the bonds for two reasons. They would oppose it first, because they had the railway already, not, it is true, as near as they could wish, but near enough for ordinary convenience, so long as they could get it that near without costing them anything. They would oppose it further, because they reason that the townships north of them ought best on having the road, that they will have it through their townships whether they pay for it or not.

with government and voluntarily. We are content with our present outlet to the sea. We will go by Uxbridge in Summer and by Portland in Winter, and beg to be excused from helping to build the Intercolonial. But our selfish and unmerciful reasoning would be cut short by our Dominion Legislature, and we would be only told that we must submit to the good of the greatest number, and that is doing this we would ultimately share in the general benefit. And that is our agreement with those townships.

But Mr. Blake will reply that such reasoning is good enough as we hold our money tighter, but evil beyond that. He will say that he has no objections to townships which are in a "minority" being forced by a county vote, but that he objects to any other grouping. This is shallow reasoning. A group of townships which may be quite convenient for ordinary municipal purposes, may be very inconvenient for railway purposes. And why should the power of Parliament, that grouped a dozen townships into a county for municipal purposes not group another dozen that inconveniently fall a distinct group for railway purposes. What is more for the gross interest of the gander. And this grouping of townships into distinct groups for distinct purposes is a fairer business than the opposite. It was once possible to have procured a County vote for a railway from Toronto to Owen Sound by way of the Toronto and Sydenham Road. Had this road been built, Agreement would this day be paying taxes for a road that ends near its utmost corner; what great iniquity, therefore, can there be in making it pay taxes for any road that will run along the whole length of the township?

So far, indeed, is the arrangement with regard to the two townships to which we refer, that many individuals in these townships, to our certain knowledge, admit the fairness of it and will vote for its application. The Broad-Gauge men, therefore, committed a blunder in hurling their denunciation against this innocent clause in the Narrow Gauge Bill. We would be glad to see a similar clause in their own Bill. The fact is, to us, appearance that the Broad-Gauge men are convinced of this, and that they would gladly do, if they could, what they denounced in others a few months ago. And, were the same power given to both Companies, it would simplify the issue very much whenever the question comes before the rate-payers. The truth is, if the Toronto Road is allowed to retain the grouping clause while the Hamilton Road is deprived of it, this will be tantamount to driving the Hamilton Road off the track; for it is hardly possible for the Hamilton Road to carry township after township with the Toronto Road dogging its path. Nor can the Toronto Road succeed in this line for the same reason should it lose the grouping clause out of its Bill. The question, therefore, of railway or no railway to this section is very much connected with the fate of this clause.

THE MURDER OF SCOTT.

About this season, or a little later, a year ago, all Ontario was ringing with the news of a dreadful event. Every city, town and village, poured out its inhabitants, and farmers in wagons hurried from the country to express the feelings of horror and indignation which naturally arose, on hearing that the rebels in that Province now called Manitoba had done to death, in cold blood, a loyal subject of Her Majesty, Queen Victoria, for the crime of being loyal to her. In this town, among others, there was a public meeting held, presided over by the Chief Magistrate, at which indignant motions were passed, and indignant speeches made. Blood and treasure were freely called for, volunteers were demanded, and the demand was met. Who so loyal as we, and who so bold in demanding justice on the cold-blooded murderers? Well, in course of time, the forces were sent to quell the rebellion and open the way for the establishment of legitimate authority. What has become of the vengeance, for justice was hardly sufficient to meet the demands then made. The murderers escaped to U. S. territory, nay, not all, for Adjutant-General Lepage still stays on British ground. But no punishment has been inflicted. The Lieutenant Governor "has issued his warrant," and that is all.

In another part of the world, another barbarity has been done to some British subjects, and what was done. A British force was sent to free them, at a vast expense of life and treasure, indeed; but the object was attained—the prisoners were released. We do things differently here. British subjects are impudicous, a British subject is brutally murdered—a native of this Province—and what do we? True, after long delay, long hesitating, after the pressure from without became so great, we, or our masters in Lower Canada, rather, send an expedition, taking care, however, by every means in their power, that it shall be as ham-fisted possible. Physical obstacles are overcome, as British soldiers can overcome them, and the murderer would have been taken, had the requisite authority not been withheld from the commander of the forces. It would have been given him, if there had not been a wish that the murderer should escape. However, after they had escaped, the Lieutenant Governor issued his warrant.

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go against the roads for two reasons. They would oppose it first, because they had the railway already, not, it is true, as near as they could wish, but near enough for ordinary convenience, as long as they could get it that near without costing them anything. They would oppose it further, because they reason that the townships north of them are to bear on having the road, that they will have it through these two townships whether they pay for it or not. Thus it was the Master of Normandy explained himself at a railway meeting:—"Let them come along with their railway and they will find us somewhere on the track." In these circumstances is it right to include Normandy and Egremont in a group of municipalities that will sweep up these two townships, and force them to pay for a railway in whose benefits they will share equally with others. It is right.

It is right, because these townships would never bear the railway at either Mount Forest or Clifford but for the understanding that they would bear their share in the burden of sending them on to the Lake. If it were always understood that the Narrow-Gauge were to stop at Mount Forest, and the Broad-Gauge at Harriston, then there might be some color of reason in Egremont and Normandy saying we are content these roads should stop there, & we refuse to enter into any new compact for bringing them further. But when the one railway started from Toronto and the other from Guelph, it was on the distinct understanding of two things: that both roads would run to Lake Huron, and that every township on to Lake Huron through which either of these roads should pass would be expected to give a bonus. That was the clear understanding on which the two roads began their work. Now, for these two townships to say we want no further extension of the roads, is not a refusal on their part to enter into a new compact, but a dis honorable breach of an old compact—a breach that inflicts serious injury not only on the railway companies whose operations are thereby, as far as these townships are concerned, stopped, but on the whole country lying between those two townships and the lake. If Egremont and Normandy have not sufficient consistency and honor to do their duty of their own accord, then certainly it cannot be wrong to bring to bear on them legal compulsion. If an individual shirks his duty because it rests only on moral grounds, it cannot be wrong to place that duty, if possible, on legal grounds, and then compel by force where moral suasion fails. The same rule ought to be applied to municipalities who, as has been said, have no bodies to be kicked; and too seldom conscience to be pricked.

It is, farther, right to force these two townships to bear their share in measures of public benefit, because it is on this principle our Dominion, in common with other free countries, is governed. When the question of the Intercolonial Railway was agitated, were the County of Grey allowed it might, perhaps, have objected to be included in the group of municipalities that are taxed for the construction of the road. It might, perhaps, reason in the same strain

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against them.

RISKS IN VALUE OF LAND. As one of
the effects to the farming community,
arising from the prospects of a railway
running through a section, we may men-
tion that Mr. J. Webb, has lately sold
about eighty acres of land, near the vil-
lage of Harriston, for the sum of May 9
four thousand dollars.

PROGRESS.—The Railway tie contracts
are progressing. Mr. J. Walker has a
large number of men employed chopping
and hewing. Mr. T. Stovel is also at
work, he has a quite a lot delivered along
the track. Tenders are now asked for,
for delivery of one thousand cords of
wood. Mr. D. Yeomans is getting on
the fence posts, in fact everything looks
like work.

Married.

On the 2nd inst., by Rev. G. McLean
Mr. J. Lewis of Mount Forest to
Elspit, daughter of Wm. Batchard Esq.
of Normandy.

On the 2nd inst., by Rev. S. F. Drew
Mr. William Logan to Miss Elizabeth
Dunpe, both of Egremont.

Died.

In Minto, on the 29th ult.,—William

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the disturbances at the Union Church at Fergus who disturbed the preaching of Mr. Burnett a few Sundays ago, by hooting in the basement, were brought before the magistrates for their conduct, but the court, after deliberation, unanimously dismissed the case.

OS 16 Feb 1871

We are informed that the rails are laid as far as the 4th Line, E 11. St., Caledon, on the T., G. & B. Railway. This is within four miles of Charlestown, which will be reached in the course of three or four weeks. There is good reason to believe that the track will be laid as far as Orangeville early in the spring.

A MEETING of the Reformers of Center Wellington was held at Fergus on the 5th of February, at which Mr. Jas. Ross, M. P., was elected President. Mr. Joseph Wood, Brampton, 1st Vice-President, Mr. John Smith, Pickerington, 2nd Vice-President, Mr. A. Taylor, Fergus, Secretary. Mr. John Clark, Fergus,

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boys driving dogs attached to stakes up
and down the main public sidewalks. The
reinence should most surely be put a
stop to. A warning to the lads, we think,
would be sufficient.

Toronto, Grey and Bruce R. R.—
At a large meeting of the ratepayers of the
Township of Ardenia, held at Flesherton
on the 15th of this month, it was unanimously
resolved to grant the required bonds, pro-
vided the Company would build a railway
from Orangerville to this town.

A Literary and Musical Social will be
held in the New Cozenon Church on Sa-
turday evening at 8 o'clock. Messrs. J. W.
Frost, W. A. Stephen, H. Edwards, W.
McLean and others will read and recite.
Miss Ollendorff will preside at the Melo-
dium. Several Balos and pieces will be per-
formed. Admissions, free. A collection will
be taken up for the improvements going on

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the *Globe* has all along said the election would be brought on soon, still we did not expect it yet. The meeting at Bosworth yesterday for this Riding was not called a whit too soon. We hope that every true reformer will rally round Mr. McKim, for we are convinced he will be the choice of the party. His record in the last parliament has been a clean one. We have no doubt that he will be elected again with ease, but still it will not do to be over confident, or to over estimate our strength. Let us be up and doing and give Mr. McKim, a larger majority than at the last election

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We are pleased to learn that rapid progress is being made on the line to this place. The whole of the swamp in Luther, commonly known as the "Blue Swamp" is completed. Nearly all the fence posts are delivered, in about one third of the ties are on the ground. The timber for culverts and bridges is being prepared and will be delivered shortly. The grading from Arthur to Mount Forest will be commenced as early as the snow will permit, so that there is every prospect of the road being completed to this place by 1st September next.

The next sitting of the Division Court here will be on the 8th inst.

Note the card of C. J. Gillis and give him a call for your arriva

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THE RAILWAY.

The late contest between Toronto and Hamilton in this County bidding for the trade of this County has not been in vain. Though the By-law for \$400,000 to the Toronto, Grey and Bruce Railway Company was defeated; yet that Company was not conquered, as the men composing the Directors of the Company seem determined now to give their best efforts to secure a direct line from Orangerville to the waters of the Georgian Bay at Owen Sound, provided they are supported by the people interested.

The County Council are called together for the 7th instant, when we anticipate a lively time.

It is probable that a By-law will be submitted to the people interested—Say, Prof. Macpherson, Artemisius, Osprey, Glebe, Holland, Sullivan, Sydenham, Derby, Owen Sound, Kepell and Barwick to grant the Toronto, Grey and Bruce Railway Company from \$300,000 to \$350,000 to build the railway direct from Orangerville to Owen Sound. If such a By-law is submitted there is no doubt it will be carried by a large majority. If the Company will accept \$300,000 or a little over \$4,000 per mile, give us a direct line, we are willing to about 108.

What more do the people in this section want. Any carrier in this section can leave home at 5 o'clock in the morning, arrive in our city at 10 o'clock, have 6 hours to do business there, and be home at 9 in the evening. The farmers can save for all time to come the cost of carrying grain over a longer road. The distance of the road from the Great North-West to the Sea Shore will, for all time to come secure a great through trade that would be lost with any road more circuitous. With this road a large portion of the trade of the Western States would find its way over to the seaboard. These vessels conveying such grain would loaden back with cordwood, fence posts, railway tie, and all kinds of hardwood lumber for the cities and prairies of those States; and another reason why, with this road, this trade will be secured, we will surely mention the excellency of the port at Owen Sound, which to vessel owners is considered much more safe than any other on those waters.

No doubt the city of Hamilton will turn out the usual number of stump orators to defeat this scheme. But this time they will not succeed we hope, as the people begin to see through these gentlemen. Instead

of taking active measures to secure immediate action and cooperation with them in their scheme during the last two months, what have they been doing?

Well, they have been at Toronto getting amendments to their charter, one of which is to legalize a breach of the seaman's engagement they entered into with the people of Bruce to give them a road in a certain time. They broke faith with Bruce, and instead of going back to these people asking

them for more time, they go to Parliament to get time. And when John Sandfield and his minister will legislate in this way we ask them is there any guarantee that any obligation of these men will be fulfilled? The Hamilton people have built a mile of railway a month since they commenced operations; and at the same rate of progress it would take eight years for them to complete their road to Southampton and Owen Sound. On the other hand when we look at the energy with which the Toronto people have pushed forward their roads it is a guarantee that they will fulfil their pledge, and above all, the Toronto, Grey and Bruce Company will commence at both ends of the road at once, which the other company decline to do. During the late contest there was this difference: in the Southern townships the scheme was unpopular, and there was a large majority against the By-law—such a majority swamped our large majority in the North. In the central scheme we believe that the Southeastern townships there will be a large majority for the By-law, and we think that in the North there will be equally as large a vote polled as before, so the amount per mile will not be about half that asked before. In the first project from Mount Forest the mileage to build was about 50; from Orangerville to Owen Sound we think the mileage will be about 70. We hope our representatives in the County Council will endeavor to induce the Toronto people to take 'three hundred thousand dollars' and give us the Central (the old popular line) and then we can reach Toronto by the most direct route, and if we want to visit out Hamilton friends we can go from Toronto to Hamilton by Great Western Rail-way, having trackage from Owen Sound to Toronto, a less number of miles than by the proposed Hamilton line of road from Owen Sound to Hamilton.

Some of our readers who want rails & facilities, and want it in a reasonable time, we think should support the Central scheme, and those who do not wish railway facilities at all, or at least want it at a distant day, should rally round the Hamilton Big, and assist that Company of men to defeat other schemes, and break faith with those who have treated them in the past.

The *Bruce Chronicle* of the 23rd ult. says: "It is rumored that Mr. McPardon, of Owen Sound, is to be a candidate for the

next election in the western part of South Galt, on Saturday 4th inst."

Last week the Joseph Hall works shipped their one hundred and seventy-fifth annual Gordon press, all sold to printers in Canada.

It is reported that a company is forming to run a tri weekly line of steamers from Collingwood to Duluth, via Sault St. Marie, and sailing at Fort William.

BATH BRIDGE.—Kincardine possesses the peculiar clay for making Bath, or scouring bricks, and arrangements are said to be in progress for making the article on a large scale, the clay existing in unlimited quantities.

The regular monthly meeting of the Owen Sound Flax Company will be held in the General Chamber Thursday evening next. A full attendance is desirable.

A Mount Bridge "polka" singing

through the customs of the London Advertiser, assures the world that he "loves the winter." It is quite evident that either his man or his mother "builds" the fire these cold mornings.

ATROCITY AT ANGUS.—

Mr. J. C. F. Hypophosphite.—Washing of the tissues of the body is arrested, the muscles made firm, and the nerves retain their power by using Fellow's Compound of Strontium Hypophosphite.

ANTICORN Cure—Fellow's Compound, Syrup of Hypophosphite—Aphrodisiac, or Love of Venus is remedied in a short time; no matter whether the cause be from induration of the lining membrane, from cold or from nervous derangement.

Price \$1 a bottle; 6 for \$7.50—Sold by apothecaries and by M. Gundlach & Co., wholesale agents, Montreal.

POOR THAT IS POOR.—Who CAN BEAT IT.—Mr. James Reynolds, of St. Vincent, sold yesterday to J. & W. Stewart ten hogs sixteen months old; for which he pocketed the large sum of \$220.—*Merford Monitor*.

Information received up to the present time with regard to the coming election is of the most satisfactory character. The Government held a Council meeting yesterday, prior to Mr. Wood's departure for Ottawa. Some departmental matters were spoken of, and then the question of the time of the time of the election came up, and it was, I am credibly informed, fixed for the second week in April. Great interest was expressed at the Opposition meeting received much information on the fact.

WORTHY OF IMITATION.—The Collingwood *Bulletin* says that Mr. Cook, the Radical candidate for Parliament in North Simcoe, while visiting the constituency, in that place gave it a donation of \$200. Wherever we go in the soil, and we do it here for the benefit of Parliamentary aspirants in this country.—*Merford Monitor*.

THE MAFORD MONITOR is responsible for the following.—"More CANDIDATES.—In fulfillment of our mission as a vehicle of news, we note the fact that it has been told that there is talk of bringing out C.R. Scott as a candidate for the Dominion Parliament, and J. W. Scott, of Owen Sound, further stated on the authority of the Telegraph that Mr. Scott will also be a candidate again for the Local House.

The Steamer Chicoora.—This fast steamer and blockade runner, now lying at Windsor, is being fitted to resume her place on the Owen Sound and Lake Superior line next summer. We may state that Thomas Kennedy & Co., of Diodas, are contracting the boiler for the Chicoora, which weigh over twenty tons, and which will, in consequence of their great weight, have to be shipped to Wiidowick in sections, there to be put together. They are now nearly completed and will be ready to ship next week. They are of the best class of workmanship and material, such as few other manufacturers in Canada can equal, and soon can excel.

W. G. & B. RAILWAY.—The Elora Times says:—The construction of the W.G. & B. Railway is proving the means of circulating a large amount of money through the North Riding. The cutting out timber, ties, fence posts and rails, is quite a flood-work to many of the farmers, as they are now compelled to venture into camp in comparatively short time ago. We were in Dryden and adjoining villages this week and found them as busy as a bee hive with contractors and their men; so Dryden it was especially remarkable, we never saw the place so busy before. We fancy we are far below the mark when we say that every cent of the bonus will be expended in the municipality in this way.

LIABILITY OF FARMERS.—The Toronto Telegram says: "At the police court yesterday, a farmer from Georgetown, named John Frame, was charged by James King, with having on his farm, without having previously taken the load to the market and paid the fees thereon. The defendant put in the plea that he delivered the load on contract, but a fee of \$1 and costs was exacted." The same holds good in town and villages.

TORONTO, GARY AND BRUCE RAILWAY.—At the meeting of the Board of Directors of this road, held on Saturday evening last, the tender of Mr. James Crosson, of Cobourg, to construct fifty platforms each at \$175 each, the company furnishing wheels, axles, and springs.

There were only two other tenders, both of which were rejected in this city, one at \$200, and the other about that sum.

The track of this road is now laid as far as the Village of Palmer, about 34 miles from the city, and all the station buildings as far as that place have been finished.—*Globe*.

If the weather, since our last issue, has been very moderate and pleasant for the season. Last night we had a slight wind storm accompanied by snow, but the roads are consequently full of drifts, but not much as to materially interfere with travel.

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Railway Matters in Grey.

The Railway question is assuming some-
what of a definite shape in the adjoining coun-

ty. A special meeting of the County Council
was called, for the purpose of considering cer-
tain proposals from the T G & B Railway Com-
pany, as well from the W. G. & B. Company.
The Council therefore met on Tuesday of last
week, and after a long and fair consideration
of the merits and demerits of the two proposals,
a by-law in aid of each company was agreed
upon.

The Toronto, Grey and Bruce By-Law is for
a bonus of \$24,000 from the Townships inter-
ested, for a direct line from Orangeville, to
Owen Sound, on the condition that Owen
Sound grants \$35,000, making a total of \$100,
000. The work to be commenced simultan-
eously at both ends, and completed in eight-
teen months from July next, when the debon-
taries will be issued, should the By-Law be
carried, which is to be voted on the 18th April
next.

The Wellington, Grey and Bruce By-Law
for \$120,000, will be submitted to the town-
ships, on the other line, from Harriston by
way of Markham to Owen Sound, on condition
that Owen Sound first grants a bonus. Vote
to be taken on the 24th of April next.

Thus it will be seen that the County Council
wish to act in all fairness to the several munici-
palities, and should both of these by-laws
be carried (which we very much doubt) Owen
Sound and the County generally will be well
provided with Railway accommodation.

The Meeting on Saturday night.

A LARGE GATHERING.

MEMORIALS.

THE RETURN CERTAIN.

A very large and influential meeting of the
electors of this municipality, was held in
Evans' Hall, on Saturday evening last. The
meeting was called to order by Mr. H. H.
Storer, who was appointed Chairman. The
Chairman merely made a few preliminary re-
marks, and introduced Mr. McKinie, who
then gave a very straightforward account of
his stewardship. He commenced by saying
that when he appeared last before the electors,
he was in a different position he then had a

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Owen Sound, March 10th, 1871.

RAILWAYS.

The battle of the gauge has been fought and won. During the late railway agitation of the '60's, it was inferred the narrow gauge railroads, because so clear and overwhelming that this phase of the question has been fully settled at rest. As the merits of this kind of railway became known to the people it grew to fact until there was produced a settled conviction that it was adequate to the requirements of the country, and until it became quite evident that the fact of the gauge being a little narrower than the old, was no bar to popular favor. True, the By-law for a loan to this road indicated otherwise, but few will maintain that the question of gauge had anything to do with its failure. It was in fact very generally felt that the amount of loans asked, \$40,000, was too large. The warmest supporters of the scheme admitted this. Then there was the selfish determination of the Southern Townships to contribute nothing for railway facilities, backed up by the great ex-rates and fine practices of the W. G. & B. Company.

But now the scales are changed. The objections have been removed. The amount of loans has been reduced \$100,000 and a more acceptable route chosen.

The new route, or rather the old one recommended, is from Toronto to Owen Sound direct by way of Ormstown, a distance of 106 miles.

If any one will take the trouble to look at the map of the County of Grey, he will see at a glance that no better route can possibly be chosen to serve the interest of the country generally. It is coasted, and runs through the whole length of the country. In fact the people's old pet schools, it will be with regret that we see this route abandoned, and we now shall return in the same with unabashed pleasure.

Twelve municipalities are now called on to contribute to the construction of the road instead of eleven as before; and in the townships, the rates now is about 9 and one third mills in the dollar instead of 12 and two thirds mills in the dollar as before required.

A less amount of money as bonds, more municipalities to pay such bonds, a shorter route and a greater portion of the country served are recommendations unparallelled, and cannot fail to place the Toronto, Grey and Bruce Railway scheme in the most favorable light to the ratepayers interested. It is therefore quite reasonable to suppose that the law for this scheme, to be submitted to the people on the 3rd of next month, will be carried with an overwhelming majority.

For fifteen years, at intervals from one end of the County to the other, we have had railroad talk. And yet railway facilities were only thought of as something dawning in the distant future. Now, however, that future seems arrived into the present. Our talk has led to action, and our hopes seem now about to be realized, and our efforts crowned with success. Doubtless, however, another W. G. & B. effort will be put forth to defeat the bill, but we submit to the several municipalities interested on the 13th of April.

As before no road will be left unturned. The tactics of warfare, however, will be different. The difference between \$180,000 and \$250,000, the amounts of the bonds and the great advantages of the Hamilton and American markets will be duly exploited.

There is a difference in amount in favor of the W. G. & B. Company, and no wonder, since if their by law were carried fewer municipalities would have to bear the burden, a much smaller extent of the County would be benefited, and only a round-about road to market would be provided.

Under these circumstances it would have been highly improvident for this Company to have asked as large a bonus as the Toronto, Grey and Bruce. The difference between the two, however, is so small, that when the amount equates to be spread over the different municipalities, it will scarcely be felt.

A few scenes will best illustrate the choice of market quotations—From Owen Sound to Hamilton via Clifford, 145 miles; From Owen Sound to Toronto via Ormstown, 112 miles, showing a distance of 20 miles in favor of Toronto market; from Owen Sound to Saugeen Bridge via Owenville and Toronto, 151 miles; from Owen Sound to Saugeen Bridge via Clifford, 120 miles, a distance of eight miles against the Ormstown route.

Certainly a small think to boast much of our slender fame for the exclusive privilege of doing the carrying trade to the American market.

Eight miles is but a small difference of distance considering the total length of the road, and an account of the more economical nature of the Ormstown road, it will doubtless be able to compete successfully with the Clifford road.

Hence we find the choice of market ready with the Toronto, Grey and Bruce rail road. For the reason that the railroads are more concentrated, apart from the question of competition, by the advantage of having the Toronto market open at 118 miles, especially when it is taken into account that there is a guarantee of a direct route will be seen later at a glance.

The Toronto, Grey and Bruce railway running straight towards the great St. Lawrence highway of trade, recommends itself to the people of the County.

Certainly the W. G. & B. road, by way of Clifford, will not bear comparison with it. And besides, the latter would shut us out of the Toronto market altogether, as no one would think of going to Toronto via Hamilton.

So far then as the choice of market is concerned, and indeed in almost every other respect, the Toronto, Grey and Bruce Company is innumerable to be preferred to the one mentioned. We can only

similar to those which were given to the Indians, and two dollars per acre, which was to be paid annually to the Indians, and it would have been rolling the Indians. By the terms of the treaty, under which they surrendered their lands, all the money received for those lands was to be invested for their benefit, and consequently the Indians were to receive nothing for the lands, except what was necessary for the construction of wharves and roads, is nothing but robbery. It is only lately that I have come to the knowledge of these things, and while I am informed with some documents relating to these matters, I transcribed them to Mr. MacKenzie and in his temporary absence I received a letter from a friend of Mr. MacKenzie in which he advised me that Mr. MacKenzie did not believe that this matter was of much importance, but it must be remembered that it will be necessary to remove him and carry the case of the Indians to the Provincial Government, to get remitted to the Provincial Government, even then no justice can be expected at the hands of Mr. Standfield Macdonald. I was told that these matters belong to the Dominion and not the Provincial Government, but that the Provincial Government is bound to do their duty, and to see that the Indians are treated fairly.

The Premier of the Dominion has the disposal of all the patronage from the superior to the lowest offices, and a change in the Provincial Government would necessarily mean a change in the treatment of Indians now and thenceforth, if we wish anything to be done for our benefit, we must take courage and support the Reform Party, however we may be now, but next year when a general election for the Canadian House of Commons comes on, the Reformers will have the largest support, and expect that H.R.C. will be only a choice between the two men I should certainly advocate the name of Mr. George Brown, and if of the former, then I will support him, and if of the latter, I will support him. I've got a notion, I'll tell you, and a dream. Why did he not bring forward as early as possible the Session?—My bearing is well aware that the time is ripe for the Indians to have their rights in full. In the last session he spoke of the Indians who live on the Saugeen Peninsula, although we know very well that the Provincial Government had nothing to do with these Indians, and the Indians of the rest of the Province, and the most important Indians, a great crowd of Government takes place, and if we really care for our interest we must support, not Mr. George Brown and Edward Blake, but the Reform party, because so much without regard to the personal abilities of any one member of it.

FARMERS.

The petition of the undersigned—H. Rogers and Dorothy Rogers of the following Townships—

Highfield, Reeve of Nordenham; James Gardiner, Deputy-Reeve of Sycamore; D. McGregor, Reeve of Holland; E. J. Davis, Reeve of Sarawak; Wm. Leslie, Reeve of Artemesia; E. Chastell, Deputy Reeve of Artemesia; Robert McFadyn, Reeve of Glendale; John McPhee, Reeve of Holland; Thomas Petman, Reeve of Koppel; James Beattie, Reeve of Silliman; Duncan McGillivray, Deputy Reeve of Sullivan; Robert Lyon, Reeve of Thorpe.

Request that the Toronto, Grey and Bruce Railway Company having requested the following Townships, Melancthon, Frobisher, Guelph, Orford, Sycamore, Huron, Wainfleet, and Glendale, to make application before the authorities of the County of Grey for the grant of a Bonus of two hundred and sixty-four thousand dollars.

In the said petitioners, in consequence of a change from one thirty-three, Victoria, Ontario, desire to aid to the extension in the construction of the said Railway, and to be assessed therefor,

We therefore, in consideration of the said Petition, and also, the sum of the rate of the qualified ratepayers of that portion of the municipality of the county of Grey aforesaid for the purpose of raising the said sum for the benefit of the said Company, do hereby forth by the name of the trustees of the said municipality of the county of Grey, for the amount of said Bonus, payable in twenty years, and for the delivery of the same to the trustees appointed under the act of incorporation of the Toronto, Grey and Bruce Railway Company, under the following terms:

- There shall be a freight and passenger station at or within one mile of Sheppard's Corners, in the township of Melancthon.
- A fax station at or near lot 193, 1/4 section Toronto and Sycamore road (S.W.)
- A freight and passenger station at or near the Durham and Collingwood road, at the most practicable point between Flesherton and side road between Durham road and Artemesia.
- A freight and passenger station at or near lot 100, 1/4 section of Toronto and Sycamore road in the township of Glendale.
- A fax station at or over-side road No. 100 Toronto and Sycamore road (S.W.) in the township of Glendale.
- A freight and passenger station at or near as practicable to the Village of Williamsford.
- A freight and passenger station at or near on the line of the village of Williamsford and Fax Station between Chatsworth and Dene South.
- The Railway shall come to the water of the Owen Sound Bay, and that the said Company, during the term of the lease of the Town of Owen Sound within one and a quarter miles of the Toy Hall in Owen Sound.
- That the construction of the said Railway be commenced at the earliest opportunity, and carried out simultaneously, and be delivered of the debentures to the Trustees under the Act incorporating the Toronto, Grey and Bruce Railway.
- The said sum shall be expended principally in the County of Grey between the Town of Owen Sound and the Town of Ormstown.
- That before the delivery of the Debentures to the Trustees of the Company, shall also be paid to the County of Grey in the pecuniary of two hundred and fifty-four thousand dollars for the performance of the terms above mentioned.
- That the said Company shall cause to be made the main corporation of the County of Grey to complete the said Railway, and have it running within eighteen months from the delivery of the Debentures to the said Trustees, and to pay by

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The bylaw to aid the extension of the
above railway from Orangeville to Owen
Sound, is published. It provides for the
grouping of the several townships of
Melancthon, Panton, Glenelg, Osprey,
Artemesia, Holland, Sullivan, Syden-
ham, Derby, Keppel and Sarawak, - for
the purpose of granting aid to the above
company to the amount of £264,000.
The last revised assessment of said town-
ships was \$3,123,000. It therefore pro-
vides for the levying of a special rate
upon said townships of nine and three-
tenths mills in the dollar. The voting
will take place on the 18th day of April.

For the benefit of our Proton readers we

give the polling places in that township.
- For No. 1 Electoral Division, House
of Will W. Moore, Lot 16, 4th concession;
for No. 2 Electoral Division, House of
John Espin, Lot 13, 11th concession;
for No. 3 Electoral Division, House of
James Copeland, Lot 70, 14th concession;
for No. 4 Electoral Division, House of
Alexander Fraser, Lot 22, 11th concess-
ion; for No. 5 Electoral Division, House
of Wm. Bowler, Lot 220, 1st Range.

The railway company bind themselves
extension, within eighteen months from
July next, and have entered into an agree-
ment with regard to the erection of

certain stations along the route. We are
of the opinion that this bylaw will be
carried by a large majority.

The New House.

The new blood infused into the On-
tario Legislature by the late elections,
no doubt, will materially add to its busi-
ness capabilities. The talent added by
the names of such men as Mackenzie of
the Commons, Hon. J. G. Clegg of the

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30 MARCH
1871

Owen Sound Advertiser

Owen Sound, March 30th, 1871.

RAILWAYS.

Perhaps much more in the history of railroads, in these northern counties, than there is a wide spread feeling in favor of making railway as at present. In towns and townships such subjects form the staple of conversa-

We have just passed through an election season, and in it the interest taken was of a very indifferent nature; and probably throughout the whole contest, ten weeks were spent in reference to railways on the election. Doubtless this was in a measure owing to the fact that railway facilities were considered of paramount importance. Nor is it much to be wondered at, seeing that so many railway companies are now being offered to us. It would almost only seem necessary to say to the different companies "guarantees," and quickly they would have a complete network of railways.

In the eastern township they are absolute in the Neaford extension. While understanding very well that if they had not made their bargain quite so soon, with the Northern Railway Company, they would not have been called upon to pay so much in the way of a sum, on account of the Government appropriation made; and although having just witnessed another portion of the County sum \$100,000 by voting down a by-law, they nevertheless were unwilling to run the risk of voting down either by-law, but have wisely concluded to defer the opportunity when the time was ripe, and thus have secured a road. The people of the eastern townships have done, by a large majority in each, settled the question so far as they are concerned. And it remains to be seen how the matter will be settled with reference to the remaining townships.

The central and western parts of the County are not greatly exercised over the two rival claims at present before the people—the first running through the centre of the County to Toronto by way of Peterborough, and the second down one side of the County to Hamilton by way of Clifford. On all sides, the merits and demerits of these rival schemes are freely animadvertised upon. It is right for both the press and the people of this locality to discuss the matter freely and fairly, since, in a very short time, we shall be called upon to make our election and vote the required amount of money.

We look upon this railway question as one of vital importance to the material prosperity of this section of the country; and perhaps no place of the question is more worthy of careful consideration than that of the guarantees offered by each Company, that their respective lines shall be fully completed from one end to the other.

An inspection of the matter will reveal a wide difference in the guarantees offered by the two companies. The great advantages of my road will avail nothing if it ends in promises, and we never get that road; and my company can expect to have a by-law carried unless they first establish public confidence in their scheme.

The promoters of the W. G. & B. road are very eager to give great prominence to what they term "the lack of the Great Western Company." The mere fact that this road is to be connected with the Great Western is not of itself sufficient to convince the ratepayers that the road will be built. It must be shown that the connection will be such as will lead to aid in its construction, and secure its final completion. A cursory examination of this so-called connection cannot fail to exhibit to the impartial mind a somewhat frail guarantee. The Great Western does not propose to build the road, nor even to aid in its construction. It simply offers to take the road when built, and run the same, for which it agrees to pay 30 per cent. of the gross earnings, and to guarantee payment of the bonds of the W. G. & B. Company to the extent of \$12,000 per mile.

Our readers will observe that this is solely an arrangement between the two companies, and is entirely conditional on the completion of the road. The ratepayers of Grey and the Great Western Company are in no way brought into contact, and the one is in no way responsible to the other.

"The road will be built on an improbable supposition, we think" this arrangement; between the companies would be found to work prejudicially to the interests of the country. "This enormous mortgage of \$12,000 per mile, would be encumbered on the road, and high passenger and freight rates would be the consequence. But if the road is not built (and where is the guarantee to the people of Grey that it will not be built?) the proud satisfaction of knowing that if you built the road will belong to the Great Western Company may magnify the estimation of the Great Western, but it

the said Company, averse to the said terms." (Signed) John Gordon.

Some have failed to think little of this arrangement, but it is reasonable that they should do so. Mr. Gordon is president of the road, and has given unimpeachable evidence of his confidence in this scheme by putting \$50,000 of his own money in it. His name attached to the stipulation, has more than a personal significance. It binds the whole Company, and the Company will duly sign and seal a document containing all the conditions made by the County Council before a single schism will be handed over to it.

The conditions being the stations along the route, provide for the expenditure of the roads, provide wholly in this County, requires that the road be commenced at Owen Sound and Orillia, and carried on simultaneously, and be completed within a year and a half from the delivery of the documents to the trustees, and that the Company shall give their bond to the County of Grey in a penalty equal to the bonus for the performance of the terms agreed upon.

What better guarantees could possibly be given than these, especially that of committing the road at both ends at the same time. The probability of stopping half way is here precluded. Let us assume even

that the Company further agrees to a rate, by way of liquidated damages, \$5,000 per month for any delay in the fulfillment of contracts after six months. No has the Company undertaken to comply with all these

conditions, and build this Central Road without reference to its ability to accomplish the undertaking. The president of the road, Mr. Gordon, in his speech to the County Council showed clearly how the funds were to be raised.—Amount of Company's stock liable to call, \$160,000; bonus from Grey and Owen Sound, \$300,000; Bonds, \$450,000; Government aid, say \$160,000; making a total of \$1,050,000. Precisely what 70 miles at \$15,000 per mile will amount to.

Here, then, are the positions of the two roads with reference to the question of guarantees. Nor does it require much skill to discover which is most entitled to our confidence. In the case of the W. G. & B. we have an abundance of fair promises; in the case of the Central we have something more tangible and reliable.

Those who cast their votes against the Central, intending to vote for the W. G. & B., will doubtless feel sorry disappointed if their course should deprive us of a railway altogether. Nor is this a mere imaginary opposition. The W. G. & B. Company has many and great difficulties standing in its way between Clifford and Owen Sound; not the least of which arises from the fact that the southern townships, considering themselves already sufficiently provided for, totally refuse to pay anything for railway facilities. With both By-laws voted down, our position would be "anything but enviable. We have, however, some confidence in the good judgment of the people of Grey that to suppose they will allow the opportunity, which will be afforded on the 15th of April to secure railway facilities, to pass unimproved.

THE LATE ELECTION.

While some of the more uncupulous organs of the late Government claim a majority still for it, and others suggestively point out the bad old way of securing a majority, it will not perhaps be out of place to estimate some of the gains of the late election. One thing appears most striking and that is, the almost unanimous condemnation of the corruption exercised by that Government. No matter whether Reformer or Conservative, the Candidates either expressed themselves opposed to the corruption, and openly protested against it, or apologetically said "true"; but then they brought forward good "measures." And the result of the elections has shown that the heart of Ontario is yet sound to this point. The inglorious dismissal of the martyrs, with the exception of one repeated Barber and Mr. Lawler, testify that those who harbor the trust reposed in them by their constituents, had that "the way of transgressors is hard." We confess that we looked forward with some misgivings to the late elections, hurried on as they were, by an unworthy trick, but the result has shown that our misgivings were baseless. In this we rejoice, for had the verdict been otherwise, with the system of demoralization commenced and carried on by the Government would have permeated all society, and in course of a few years would have subjected our country to our neighbors on the other side. People may talk about an anarchy, but they are the true anachorites who, by their corrupt influence and example degrade and demoralize all those with whom they come in contact. No nation can long be a nation if the scum among its rulers is, in fact, in power or kept in power at the sacrifice of principle. And great is the responsibility resting on Statesmen or would-be Statesmen, if, instead of cultivating the virtues of the nation, they use the influences

MONEY IN CORDWOOD.

Since this country was first settled what a vast amount of timber has been destroyed simply because there was no market for it. The ground required to be cleared, and there was no choice left but to burn the timber.

All this is likely soon to become changed. Wood is worth here from \$1.50 to \$2.00 per cord, and in Toronto the same Wood would be worth from \$6 to \$10.00 per cord. Why so dear there, one is led to inquire. The answer is, it arises from the fact that no railway will carry wood as freight. Thanks to the foresight of Mr. Leitch, there will be a new order of things established in reference to the Townships, Grey & Bruce Review. For this road is bound by the terms of its charter to carry wood at rates exceeding 20 cents per hundred cord for distances of over 50 miles and not exceeding 3 cents for shorter distances.

This Central road once in operation and a wide and little unproductive field of productive labour be opened up. Instead of spending time and money to convert wood into fuel, it will in future, on the hand of railway, easily turn into money. And in the same way a large amount will be realized from spar timber. Here is a fruitful source of wealth.

Let this not be lost sight of when voting on the 15th of April, for the W. G. & B. Company does not promise, nor could it afford to do so, ever its roundabouting the route to Hamilton.

OUR DEFEAT.

The Reformers of the North Riding of Grey have suffered a defeat. It is the part of true wisdom to sit down calmly to consider the cause of this defeat.

For one thing, we were taken by surprise. According to the usual course of things in years past, the election was not expected till some time during the summer. Everything considered, we believe the time chosen, before spring work began, was good; but to us it was bad, inasmuch as we were not prepared for it. Mr. Sandfield Macdonald and his press lulled the country asleep, and then sprung the election on them as a midnight attack. They felt themselves at the polls on a weak to hope success at the polls in an open, fair, manly encounter. They resorted, therefore, to the expedient of the timid and weak—they attacked the foe while asleep. It is truly astonishing, and something to feel proud of, the energy with which the Reform party of Ontario hoped their foot to show the cowardly assailants that the battle would not be carried by them by galls no more than by courage. But some counties were caught napping; and to our shame, the County of Grey was among the number. The Reform contest of the past week is, however, only a skirmish, compared to the great battle that must be fought when the Duplication of Parliament takes place. Now that party lines are being drawn with their old distinctions in Ontario, we may expect that an attempt will be made by the Conservatives to break the North Riding from the Reform party. We have no excuse now if we are caught unawares in the contest for the House of Commons.

But something worse than the sudden surprise is to blame for our defeat. There was too much spite and indifference among the Reform ranks. For want of railroad communication our County is far removed from the centre of intellectual activity and political excitement. In their responses from the thrashing heart the extremities of the body are the first to become cold and numb. Applying on the extreme limits of our political system, Grey was to a marked degree ignorant of the fiery excitement that was stirring at the heart of our Province. It was only after news came of the battle that had been fought by Reformers elsewhere that many of our Reform friends began to find out that there was a battle going on. When the battle was fought and won some of our Reform friends began to get into fighting trim, and called for their weapons when there was no more use for them, as the issue had been decided. And again, many never realized at all that in this last election great interests were at stake. Many thought it was a mere storm in a teacup, and not worth the loss of a day's work to mingle in it. They did not realize that it was the beginning of a war that will not cease till the Province of Quebec gets proper place in the Dominion, and till the Dominion is delivered from the bondage of the Province. They did not realize, till too late, that the election of last week was a battle for an outport, and important chiefly as a means towards a higher end. The House of Commons sat in Ottawa, and the Dominion is divided through executive authority, and through the national policy of Protection directed through executive authority, aged twelve months. Some years ago, when the allied troops were besieging Sebastopol, the hard-fighting war was round the outer forts. When the Malakoff and the Redan were carried, the fate of Sebastopol was sealed. Ontario, one of the outlying forts, has been taken, and when that time comes it will be easier to

Town Council.

The Town Council of this Town met in the Council room, on Monday evening last, the Reeve, in the chair. Members present—Messrs. Patterson, Park, Stephens, Harrison, Frost, Kennedy, Hutchison, and the Deputy Reeve.

A number of petitions and small petitions were presented.

A By-law for the levying of taxes was read a third time and passed. The By-law under the Statutes of last Session of Parliament provides that parties not assessed and over the age of 21 years shall be subject to a Statute labor tax of \$2.00, and in the event of parties refusing to comply with the regulations, they are subject to a fine of imprisonment for a term of not less than ten to days, or more than twenty days.

Mr. Morrison, Secretary of the Owen Sound Cricket Club, asked the Council for the use of the Council Chamber for the purpose of holding a meeting of the Club, on Monday evening next. Granted.

Mr. Chisholm presented Report of Finance Committee. The report stated that according to a valuation made by a number of carpenters, it appeared that Mr. D. W. Scott had \$10,000 in valuable overhangs for work performed on the market buildings in connection with his account was reduced \$7.50, and in another \$5.00. This account before

the Committee was for the amount of \$11.25, and \$5.00 was deducted from this bill.

Mr. Frost presented a By-law regulating the sale of intoxicating liquors, etc. The By-law as amended makes the following provisions:—All Billed Belones to be closed at 11 o'clock p.m., on all nights during the week except Saturday nights, then to be closed at 7 o'clock. Taverns and saloons may be kept open up to sun up of the night or morning except on Saturday nights, then to be closed punctually at 7 o'clock.

Quite an animated discussion took place after the reading of the By-law. Mr. Park thought parties paying a license for taverns or saloons should have the same protection as Foundrymen. Mr. Kennedy seemed to think "comparisons odious," and thought the rate of liquor was the regulation of the young and old of this town.

Mr. Park thought the Council would sustain him.

The master of the Town Hall made application for the use of the Town Hall for the purpose of holding a Concert.

Mr. Chisholm excitedly asked whether it was a Town Band or not. Word was recently sent to Mr. Scott, the newly elected member for the Local Legislature, that the Band would favor him with a few tunes on a specified evening. Mr. Scott made extensive preparations to receive them, but owing to the refusal of two of the members of the band to play for a political man, Mr. Scott was deprived of his musical treat and was consequently very much disappointed.

After considerable discussion the Band was allowed the use of the Hall.

Mr. Hatcher, after sitting very uneasily on his seat for a long time, rose with the weight of a heavy resolution on his back. The document was to the effect that smoking should be prohibited in the Town Council Chamber. The resolution, after a remark from the Reeve that no gentleman would do such a thing, was carried amid much laughter.

Mr. Harrison thought some action should be taken on the application of Messrs. Coulson & Corlett, contractors for the building of the Market Building. Our readers are aware that these gentlemen have been hotly engaged, through their having become security for the original contractor, Rosister, having failed in England before the contract was completed. No action was taken on the matter, but it is understood some action will be taken on the subject at the next meeting of Council.

An additional sum of \$12,223 was granted to Mr. Saddington, architect of the Market Building. Mr. S. has now received the nice sum of \$773.23 for his services in connection with the building. Messrs. Patterson, Frost, and Park were the only members present who opposed the last instalment of \$12,223.

Council adjourned for two weeks.

The Timber Trade.

Mr. Alexander Fraser, who is largely engaged in the timber trade in this vicinity, having been asked by quite a number of people how the timber business would be affected by the construction of the Toronto, Grey and Bruce Railway, sends the following communication to the Times in answer thereto:—

DEAR SIR.—I have been constantly engaged in the timber business in Western Canada for the last forty years, and have used the Northern Grand Trunk in getting my timber to Toronto, where we are now located.

I have never used the Narrow Gauge Railroad, but I have seen and inspected the road and cars and am confident that this road will be able to accommodate local and through traffic to accommodate the entire trade of that section of country.

I have over \$3,000 worth of Pine, Oak

and will the several Townships and the Town of Owen Sound be called to decide whether we are to have a railway or not. And this decision will be given under the most favorable circumstances for carrying the question in the affirmative. Formerly there were many adverse influences, which were sufficient to overwhelm the cause for a railway. It was thought the flow was too great, and Normandy and Egremont were totally opposed to voting any great amount of petitions and small petitions were presented.

A By-law for the levying of taxes was read a third time and passed. The By-law under the Statutes of last Session of Parliament provides that parties not assessed and over the age of 21 years shall be subject to a Statute labor tax of \$2.00, and in the event of parties refusing to comply with the regulations, they are subject to a fine of imprisonment for a term of not less than ten to days, or more than twenty days.

Now all these circumstances are changed. The law is the most direct we could have, in fact almost a straight line from Toronto. There was much wisdom in this change, for not only does it enable the road to be built cheaper, but the difference in mileage would amount in a short time to a very enormous load which will tell with great weight. And the bonus asked is quite reasonable, and that quarter is represented by the sum of \$100,000. This bonus, where it is already owing, is for the Township of \$25,000, and for the Townships \$35,000. Surely there will be no difficulty in voting this sum.

The Township grouped for the purpose are all very directly interested, and it is to be hoped that none of them will be so mean and selfish, as to desire to have all the advantages of Railway intercourse with the frontier, at the expense of their more generous neighbors. We all know in what estimation that man is held who allows his neighbors in work and only comes in to join them when he expects to get a share of what they have wrought for. We have so often laid before our readers the advantages to be derived from railway communication that we almost feel it would be boring them to insist on these to any greater extent.

The increase of value of property is one main reason why we should as vote. By the little expenditure of a few cents on the dollar extra taxation, a farm becomes double, triple, quadruple its value. This is certain for whatever railways have run through a country, increased value of the property has been the result. And it requires no great philosophical energy to prove this. Experience proves it. Therefore we say again to the township, if you wish to get a specialty market for your produce, and a market all the year round, vote the bonus. If you wish to increase the value of your property, vote the bonus. If you wish to benefit your township, vote the bonus. If you wish to increase the number of settlers to diminish the proportionate amount of your taxes, vote the bonus. The more the townships are settled, the land cleared, the more will your township be improved, your roads put and kept in good condition, the richer will your township become, by all your waste land being brought in, therefore vote the bonus. Let there be no foolish questions about narrow gauge and broad gauge, for you may depend on it that the narrow gauge once running, (and it will be the first to run) will form a strong extra stimulus to the broad gauge to run also, as to try and secure part of the traffic. If you secure the one road you thereby double the security that are long you will have the other also. Therefore vote the bonus.

There are those who say that it will take along the trade of Owen Sound, if the railway is running, that the steamer farther along the line will take the trade from the stores here. There occurs at first a good deal of plausibility in this place; but those who say it will see that Owen Sound is destined to be a much larger town than it is at present. Who that remembers what Owen Sound was ten, fifteen, or twenty years ago, and compares what it was then with what it is now, can fail to see the great improvement in its houses and the great increase in its population. If therefore it has increased so much when the intercourse with the outside world was and is so limited, why should it not increase in a vastly greater ratio in proportion to the greater facilities for intercourse with the frontier. And considering the immense water power we have for the establishing of manufactures of different kinds, is it not reasonable to suppose that capitalists will avail themselves of this power, and that this town ere long will be the seat of many busy industries. And then we have the finest harbor on Lake Huron, safe in all winds, and where an immense fleet could ride at anchor, affording quick and easy communication with Parry Sound, the Wellington and Bruce Mines, Lake Superior, the route to Manitoba and the Great West, and here we not reason to expect that railway communication through it may change the current of trade a little; will change it into a vastly more prosperous channel, and will open to us a tide of commercial success of which even the most sanguine have little idea. It will not come all at once, and at a rush; but will come. But we need not urge on Owen Sound to vote the bonus. It has done it again and again, and it will do it again, and triumphantly too!

Wise Generosity.

The state of its financial condition

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335 votes, as a majority of French in St. record, which was returned that Mr. McRae had cast that the friends of one of the players were out for the sake of the ball.

In the Pic carried the election of 142 to 134, in care, and M. R. in record, which was returned that Mr. McRae had cast that the friends of one of the players were out for the sake of the ball.

There is a proposed free by-law, Lynch's due date and time, and M. R. in record, which was returned that Mr. McRae had cast that the friends of one of the players were out for the sake of the ball.

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"If the road were built (an improbable supposition), we think this arrangement between the companies would be found to work prejudicially to the interests of the country. This immense mortgage of \$12,000 per mile, would be exacted from the road, and high passenger and freight rates would be the consequence. But if the road is not built (and where is the guarantee to the people of Grey that it will), what then? The proud satisfaction of knowing that if ever built the road will belong to the Great Western Company may magnify our estimation of the Great Western, but it would minister much to our confidence in the present scheme. A branch road controlled by a huge monopoly has, before now, been found to work injuriously, and in some instances has proved disastrous to the branch. An independent line would surely be infinitely preferable to any arrangement of that sort.

Let us next see how we are protected by the guarantees given. We will suppose that at the end of two years the W. G. & B. road will be completed as far as Durham and there end, according to the original intention. It is true that we would then only have to pay a portion of the bonus proportionate to the distance. But it is also true that the people of the section between Durham and Owen Sound would also have to bear the burden of such payment. Will these intermediate townships be willing to pay for a road, not run the evident risk of using it? If the Company choose to stop at Durham, (we say *choose*, for there is nothing to hinder their doing so if they wish) will a turn of a portion of the bonus justify a failure to complete the contract? Vain will it then be either to exact or threaten them, the balance of our bonus will be despised, and we will have no redress. Let us not rush blindly into such a position. We can securely calculate the damage it would entail. The opportunity which we in these adjacent townships now have for securing railway facilities would then be lost; and who will venture to say when a like opportunity will occur again?

"There is a time when taken at the flood leads on to fortune."

Owners of Grey, be not deceived by fair promises, examine the position carefully; weigh well the probabilities of construction, compare the guarantees offered by the two companies, and, regarding more promising, refuse to exchange the substance for the shadow. Strive to secure the bonus of railway facilities, now so happily placed within your reach, by the Toronto, Grey and Bruce Company—the only independent road offered, the shortest and most direct route leading to the best markets. Look for a moment at the substantial nature of the guarantees here offered, and compare them with the shadowy ones just considered.

"Attached to the petition of the Reeves and Deputy Reeves of the eleven municipalities interested in the Central route asking the County Council to submit a bill law for a bonus, stand 12 conditions. Under these conditions are written the following words:

this point. The ignominious dismissal of the martyrs, with the exception of one repentant Barber and Mr. Lander, testify that those who harbor the trust reposed in them by constituents, find that "the way of transgressors is hard." We confess that we looked forward with some misgivings to the late elections, hurried on as they were, by an unworthy trick, but the result has shown that our misgivings were baseless. In this we rejoice, for had the verdict been otherwise, the system of demoralization commenced and carried on by the Government would have permeated all society, and in course of a few years would have subjected our country to our neighbors on the other side. People may talk about annexation, but they are the true disreputables who by their corrupt influences and example degrade and demoralize all those with whom they come in contact. No nation can long be a nation if the scramble among its rulers is, to get into power or keep in power at the sacrifice of principle. And great is the responsibility resting on Statesmen or would-be Statesmen, if, instead of cultivating the virtues of the nation, they use the influence they have to break the spirit of independence and subdue it to a mean, eager, rushing and ceasing after self-interest whether personal or local. The first duty of a Statesman is to be honorable in his own character and conduct and then to bring forward good measures which will ensure the well-being of his country. But he is unworthy the name of Statesman to day, be his position what it may, he is but a mean scurvy knave, who strives to rule by bribery and trickery. It is a blessed thing for a land so ruled, if its heart is so sound that it will rise to its might and cast out the useless thing. Therefore it is that we rejoice that the Patent Combination has been defeated, and so signal, that it will not be able again to buy over members. These questionable individuals are the veriest cowards, and will be deterred by fear of the punishment which has fallen on those who formerly sold themselves, and have been sacrificed on the altar of indignant purity. So we may hope for purer government henceforward, and that is great cause for rejoicing.

Wouldn't Contradict a Friend.

The following spicy dialogue on the railway question took place on our market on day last week:

"Mr. Mayor, who is a strong advocate for the broad gauge railway—Why, the Narrow Gauge men have put one of their stations, according to their map, right in the middle of Bullfrog Lake in Holland."

"Hohoho, a little tight—" Well, I don't like to contradict ye, for we've been friends a long time, but it's a d—lie, and there isn't a lake in Holland, any way, so there isn't; and if any man says there is I'll fight him, or I will."

It is hardly necessary to say that good ground for the station (not for the fight) was at once found, and there was no fight.

Returns for South Grey.

	Lawler	McArdle
Annan	29	25
Bentley	23	26
Ernest	111	125
Glencairn	26	175
Haldimand	156	11
Normandy	157	142
Osgoode	229	27
Port	157	32
	167	102
	538	

"Messrs. Bask & Woods new advertisement will appear in our next issue.

there was no more use for them, as the issue had been decided. And again, many never realized at all that in this last election great interests were at stake. Many thought it was a mere storm in a teapot, and not worth the loss of a day's work to mingle in it. They did not realize that it was the beginning of a war that will not cease till the Province of Ontario gets its proper place in the Dominion, and till the Dominion is delivered from the bondage of the French. They did not realize, till too late, that the election of last week was a battle for our outpost, and important chiefly as a means towards a higher end. The House of Commons in session in Ottawa understood matters in this light, and as soon as it was understood that the Reformers carried Ontario, the murky, musty atmosphere began to clear up, and the national policy of Protection died through executive暮, aged twelve months. Some years ago, when the allied troops were besieging Sebastopol, the hardest fighting was around the outer forts. When the Malakoff and the Redan were carried, the fate of Sebastopol was sealed. Ontario, one of the outlying forts, has been taken, and when the time comes it will be easier to entry Ottawa.

Narrow Gauge.

The following extract from an American paper shows that out, extends across the lines have discovered the advantages possessed by narrow-gauge railways:

"A company has been organized in Ohio with four hundred thousand dollars capital to build a three foot gauge railroad between Piqua and Celina, running through Miami, Shelby, Auglaize and Mercer counties. The right of way is to be fifteen feet, instead of forty, the usual width. The locomotives are to weigh five tons, instead of thirty, and be capable of drawing from ten to twenty loaded cars, each of two and a half tons capacity. Each passenger car is to hold twenty people. A road of this gauge is already in operation in Ohio, between Akron and Marcellin."

Fellows' Compound Syrup of Hypophosphites will cause the formation of good healthy blood by its action on the Digestive Organs the Intestines, the Heart, Lungs, and Nervous System. Persons suffering from Impaired blood, or whose health is giving way either as ministers or those who study closely will find in the Syrup the material to build them up, and the tonic to keep them there.

DR. CLAY.

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

"Roman Catholicism" antagonistic to our "Common Christianity," will be Mr. Scott's subject in the New Connexion Church next Sabbath evening.

A serious disturbance occurred in Zurich. When the Swiss were celebrating the conclusion of the war in the Music Hall, a number of French officers and men broke in upon them, causing most admirable disorder. The Swiss soldiers were called out, and order restored; but not until some of the rioters and two or three innocent people had been shot.

[Dr. Trotter has removed his office to the rooms over G. M. Butcher's Store.

The gratifying news comes from St. John N. B., that the terrible scourge of small-pox has decreased to such an extent that there remains only ten cases for the physicians, and only one death was reported on Friday. The prompt adoption and rigid enforcement of the wise sanitary regulations no doubt prevented the disease, becoming epidemic, as was at one time feared would be the case.

It is understood that the elections in Nova Scotia will take place in May.

Building. Mr. S. has now received the nice sum of \$773.23 for his services in connection with the building. Messrs. Patterson, Frost, and Park were the only members present who opposed the last instalment of \$122.23.

Council adjourned for two weeks.

The Timbor Trade.

Mr. Alexander Fraser, who is largely engaged in the timber trade in this vicinity, having been asked by quite a number of people how the timber business would be affected by the construction of the Toronto, Grey and Bruce Railway, sends the following communication to the Times in answer thereto:

DEAR SIR,—I have been constantly engaged in the timber business in Western Canada for the last forty-one years, and have used the Northern and Grand Trunk in moving my timber to Toronto, where we sent it forward to Quebec.

I have never used the Narrow Gauge Railroad, but I have seen and inspected the road and cars, and am confident that this road will be able (independent of local and through traffic,) to accommodate the entire trade of this section of country.

I have over \$5,000 worth of Pine, Oak and Elm, now in Owen Sound, which I will have to raft to Collingwood, and thence to Toronto by Northern Railroad; there to raft again and forward to Quebec.

If there was a direct line from Owen Sound to Toronto, it would save me, in this small transaction, at least \$1,500. I could in that case give the benefit of that to the townships I have operated in.

Yours truly,

ALEX. FRASER,
Owen Sound.

The *Herald's* report of the dinner given by Lord Walter Campbell concludes as follows:—Subsequently, during the general conversation of the guests, Lord Campbell sprung up suddenly to relate an interesting incident. He said that the other day he heard from an old acquaintance that soon after the engagement between the Princess Louise and her brother, the Prince Beatrice went to the Queen and said, "Mother I am glad that Louise is going to marry a subject, because now I suppose she can marry an American."

The young women of Wisconsin are not to be baited in their designs upon young men. Some time since the sister of one of these young women married another fair Wisconsinite, and the first young woman engaged her lover's wife. Three months after the marriage, the wife, now returning from visit to her brother home, told me that her serpent had devoured the bird, and all the household furniture, the value of \$3,500. There is a wife that is going up and down the State of Wisconsin, with vengeance in her eyes and a cowhide in her pocket.

ELECTION IN IRELAND.—A correspondent from Jordan writes to the *Beth Journal*, a German paper, as follows: "Our election is over. We couldn't find a man who was willing to enter the field against Ryker. You must, however, not think that the electors generally are satisfied with him. The majority are against him, but the time was too short. The correspondents express the exact opinion of a very large majority of the electors. It's safe, after the Judges have decided, that the voting will be there will be found a man with sufficient patriotic to wrest this noble constituency from the hands of the corruptionists.—St. Catharine's Times.

Mr. Sandfield Macdonald, according to the *Cornwall Freeholder*, his home organ, is very improving, and his physician, Dr. Wilkinson, has hopes of his early and entire recovery. Inflammatory rheumatism is reported to be his complaint. We hope that we shall see him soon restored to health.—Globe.

It is understood that the elections to the Quebec Legislative Assembly are to be held in June, and candidates for the honours are already making the necessary preparations.

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BY-LAW NO. 175.

A By-Law to aid and assist the Wellington, Grey and Bruce Railway by granting One Hundred and Eighty Thousand Dollars to the Company by way of Bonus, and to issue Debentures therefor.

WHEREAS by the Act Incorporating the Wellington, Grey and Bruce Railway Company power is given to any Municipality through any part of which or near which the Railway shall pass or be situated, to aid or assist the Company by granting its Debentures therefor, or by way of Bonus in the manner thereto provided.

And whereas by an Act passed at the last Session of the Legislature power is given to any portion of a Municipality or to those Townships, the majority of whose Reeves or Deputy Reeves shall petition therefor, to grant a Bonus to the said Company for the purpose of aiding in the construction of the said Railway.

And whereas the Company have asked the Townships of Normandy, Glenelg, Bentinck, Sullivan, Holland, Sydenham, Derby, Kepel and Sarawak, holding a portion of the County of Grey through which the said Railway is intended to pass to grant a Bonus for the purpose of aiding in the construction of the said Railway, and the majority of the Reeves and Deputy Reeves thereof have petitioned the County Council of the said County to pass a By-Law in pursuance of such request to grant a bonus in accordance with the powers so granted to them of one hundred and eighty thousand dollars, for the purpose of aiding in the construction of such Railway and to be assessed therefor, and it is the duty of this Council in accordance with the said last mentioned Act to pass such By-Law provided the same shall be approved by a majority of the qualified electors in the portion of the municipality petitioning as aforesaid, and to issue Debentures of the County, payable at the times and deliverable to the Company in manner hereinafter mentioned.

And whereas it will be necessary to raise the amount so petitioned for from the said Townships, and to issue the County Debentures therefor.

And whereas it will require the sum of nineteen thousand eight hundred dollars to be raised annually by special rate, on all the rateable property of the said townships for paying the interest of the said Debentures, and creating a sinking fund for the payment thereof at maturity.

And whereas the whole ratable property of the said townships irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund, or from any other source according to the last revised and equalized Assessment Roll (as revised and equalized by the Council of the said County of Grey) of the said several Townships before mentioned, being for the year one thousand eight hundred and seventy is \$2,769,000.

And whereas the whole amount of the ratable property of the said County of Grey irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund or from any other source according to the last revised and equalized Assessment Roll of the said County being for the year 1870 is \$5,431,000. (Five millions eight hundred and fifty-one thousand Dollars.)

And whereas the amount of the existing debt of the said County of Grey is \$24,833—for Principal, and \$10,47— for Interest; no portion of which is in arrear, and the proportion of the said debt chargeable to the said Townships and which they will have to bear and pay is \$16,796—for Principal, and \$50,779—for Interest; and there is no existing debt of the said Townships of either of them, either for Principal or Interest.

And whereas for paying the Interest and creating an equal yearly Sinking Fund for paying the said debt of \$16,796, as hereinafter mentioned, it will require an equal annual special rate of 7 mills and seven twentieths of a mill in the Dollar on the said sum of \$2,769,000, being the amount of the revised and equalized Assessment Roll for those Townships aforesaid, in addition to all other rates to be

published as required, the day of which first publication was in the Owen Sound Times on the first day of March, 1871; in the Owen Sound Advertiser on the 20th day of March, 1871; in the Owen Sound Patriot on the 21st day of March, 1871; the Durham Chronicle on the 20th day of March, 1871; and the Waterloo Monitor on the 20th day of March, 1871; and the Waterloo Standard on the 20th day of March, 1871; and that the votes of the Electors of the several Townships above mentioned will be taken thereon.

On the 26th day of April, A.D. 1871,

commencing at half past six in the forenoon and closing at 5 o'clock in the afternoon of the same day, at the several places mentioned set out and fixed by the tenth clause of the above mentioned By-Law.

JOHN GALE,

Assistant Clerk of the County.

BY-LAW NO. 174.

A By-Law to aid and assist the Toronto, Grey and Bruce Railway Company, by giving \$264,000 to the Company by way of bonus, and to issue Debentures therefor and to authorize the levying of a special rate for the payment of the debentures and interest.

WHEREAS by the Act of the First Session of the Legislature of the Province of Ontario passed in the thirty-first year of Her Majesty's Reign, Incorporating the Toronto, Grey and Bruce Railway Company, it is provided that any Municipality or Municipality, District or Township which the Railway of which the said Company shall pass or extend through, or over which the said Company has powers of assessment, may by way of Bonus, or otherwise, authorise the Company for levying Municipal Rates or in aid of the Company, or otherwise in such manner, and to such extent as such Municipality or any of them shall think expedient; provided always that no such rate, bonus, bonus or guarantee shall be given except after the passing of By-Laws for the purpose and the adoption of such By-Laws by the Electors as provided in the Railway Act.

And whereas by the Act of the Legislature of the Province of Ontario, passed in the thirty-third year of Her Majesty's Reign, chapter forty-one, power is given to any portion of the Municipality or County Municipality to grant a Bonus to the said Company for the purpose of aiding in the construction of their Railway.

And whereas the said Company have asked the Councils of the Municipalities of Melancthon, Preston, Glenelg, Grey, Artesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak to grant them a Bonus for the purpose of aiding in the construction of the said Railway, and the majority of the Reeves and Deputy Reeves thereof have petitioned the County Council of the County of Grey (of which County the said Melancthon, Preston, Glenelg, Grey, Artesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak are a portion) to pass a By-Law in pursuance of such request and of the power given by the said Acts, and according to the terms thereto, to grant a Bonus of two hundred and sixty-four thousand dollars for the purpose of aiding in the construction of the said Railway, and it is expedient to grant the same.

And whereas, for such purpose, it is necessary for the said Melancthon, Preston, Glenelg, Grey, Artesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak to raise the said sum of Two hundred and sixty-four thousand dollars in the manner hereinbefore mentioned.

And whereas it will require the sum of Twenty-nine thousand and forty dollars to be raised annually by a special rate on the whole ratable property of the said Melancthon, Preston, Glenelg, Grey, Artesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak for paying the said debt of Two hundred and sixty-four thousand dollars, and interest on the Debentures to be issued therefor, as hereinafter mentioned.

IN PROSECUTION,
For No. 1 electoral division, Henry Jarvis, for No. 2 electoral division, James West, for No. 3 electoral division, Ernest Healey.

IN DEFENCE.

For No. 1 electoral division, Michael Shee, for No. 2 electoral division, John Taylor for No. 3 electoral division, John Ferris, son for No. 4 electoral division, James Fraser, for No. 5 electoral division, William Bowler.

IN CRIMINAL.

For No. 1 electoral division, James Brown, for No. 2 electoral division, Archibald Black, for No. 3 electoral division, Tudor MacRae, for No. 4 electoral division, John Macquarrie, for No. 5 electoral division, Samuel Dorothy.

IN CIVIL.

For No. 1 electoral division, William Hicks, for No. 2 electoral division, James B. Crosby, for No. 3 electoral division, Robert Morrison, for No. 4 electoral division, John Watson.

IN ANTI-SLAVERY.

For No. 1 electoral division, William Ferguson, for No. 2 electoral division, Archibald Elliott, for No. 3 electoral division, Henry McRae, for No. 4 electoral division, Thomas Westley, for No. 5 electoral division, James M. Webster.

IN POLL TAX.

For West electoral division, William C. Little, for Garfield electoral division, Henry Cattell, for south electoral division, Maxwell Wilton, for north electoral division, James Williamson, Jr., for east electoral division, John Fleming, Jr.

IN SCHOLAR.

For first electoral division, Charles Critchly, for second electoral division, Alexander Stephens, for third electoral division, John A. Milburn, for fourth electoral division, James Mcintosh.

IN VETERAN.

For No. 1 electoral division, Donald Baxter, for No. 2 electoral division, Charles Gordon, for No. 3 electoral division, Thomas Matthews, for No. 4 electoral division, William Eastone, for No. 5 electoral division, David Armstrong.

IN PEACE.

For No. 1 electoral division, John Smith, for No. 2 electoral division, Hugh Lunn, for No. 3 electoral division, James Young, for No. 4 electoral division, Alex. D. Macmillan, for No. 5 electoral division, Joseph Kinchin.

IN SECRET,

For No. 1 electoral division, F. S. Egan, for No. 2 electoral division, Tom New, Jr., for No. 3 electoral division, W. A. Tement, Jr., for No. 4 H. B. Bonnerall.

IN CANNON,

For Brown's School House electoral division, Samuel Ridge, Jr.

Take Notice

This is to give notice that a true copy of the proposed By-Law which will be taken into consideration by the Council of the said County of Grey after one month from the first publication in the Owen Sound Times, the Owen Sound Advertiser, the Owen Sound Courier, the Durham Chronicle, the Meaford Monitor and the Waterford Standard, the date of which first publication was in the Owen Sound Times on the twenty-fourth day of March, A.D. 1871, the Owen Sound Advertiser on the twenty-third day of March, A.D. 1871, the Waterford Monitor on the twenty-third day of March, A.D. 1871, the Waterford Standard on the twenty-third day of March, A.D. 1871, and the Owen Sound Courier on the twenty-fourth day of March, 1871; and that the votes of the electors of the said several Townships will be taken thereon as follows:—On

Tuesday the 18th Day of April,

1871, commencing at nine o'clock in the forenoon, and closing at five o'clock in the afternoon of the same day, at the several places mentioned set out in sum fixed by the eighth clause of the above true copy of the said proposed By-Law.

JOHN GALE,

Ass't Co. Clerk.

Conditions.

To the Warden and Council of the County of Grey.—

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for Principal or Interest.

And whereas for paying the Interest and creating an equal yearly sinking Fund for paying the said debt of \$180,000, as hereinafter mentioned, it will require an equal annual special rate of one mill and seven twenty-nths of a mill in the dollar on the said sum of \$2,080,000, being the amount of the revised and equalized Assessment Roll for three Townships aforesaid, in addition to all other rates to be levied in each year.

Be it therefore enacted by the Municipal Council of the County of Grey, that for the purpose of raising the sum so petitioned for, the Warden of the said County of Grey shall issue Debentures of the said County for the said sum of One hundred and eighty thousand Dollars in such amounts not less than One hundred Dollars each, as may be required. Which said Debentures shall be sealed with the corporate Seal of the said County, and countersigned by the Treasurer, and shall, in the body thereof, define the Township so desiring to aid the said Railway, that is to say the Township above mentioned for, or on account of which they are issued.

2.—The said Debentures shall be payable in twenty years from the day hereinafter mentioned for this By-Law to take effect at the Merchants Bank of Canada in the Town of Owen Sound, and shall have attached to them Coupons for the payment of Interest at the rate and in the manner hereinafter mentioned.

3.—The said Debentures shall bear Interest at and after the rate of Six per cent per annum from the date thereof, which Interest shall be payable quarterly on the first day of July in each year at the said Merchants Bank of Canada, in the said Town of Owen Sound.

4.—That for the purpose of paying the Interest on the said Debentures, and creating an equal annual sinking Fund for the payment of such Debentures an equal special Rate of seven mills and seven twenty-nths of a mill in the dollar in addition to all other rates, shall be assessed and levied on all the ratable property lying within the said townships, and so defined by the said petition—that is to say, the said townships of Normandy, Glenelg, Baddeck, Sullivan, Holland, Sydenham, Derby, Kepel and Sarawak—during the continuance of the said Debentures or any of them.

5.—And it is further enacted, that the said Debentures shall be, within one month after the final passing of this By-Law, delivered to the Treasurer of this Province or deposited in one of the chartered banks of this Province or of the late Province of Canada or of the Dominion, and shall be delivered to the Company from time to time as the work progresses upon that portion of the line of the said Railway intended to be built between some point at or near to Cliford and Owen Sound, for which portion of the line this bonus is given (it being understood that Owen Sound shall contribute thirty thousand dollars in addition to the bonus hereby granted) upon the certificates of the Chief Engineer of the Company, confirmed by the certificates of the Engineer to be selected or appointed by the County Council, before the commencement of the work; but the amount so from time to time certified shall not be in excess of four thousand two hundred dollars per mile for each mile of railway when completed, and in the like proportion for each mile in course of construction having regard to the whole of the work required to be done within the limits as above specified and the amount of bonus applicable thereto, the cost whereof shall from time to time be estimated and determined by the certificate of such Engineer confirmed as aforesaid.

6.—And it is further enacted that the Warden for the time being, shall, and he is hereby required upon the production from time to time of such certificates to issue an order upon the custodian of such Debentures for the delivery to the Company of the Debentures mentioned therein, but until the Company become entitled to the said Debentures on the terms of such certificates, all interest payable thereon shall be retained in the hands of the County Treasurer, and shall not be payable to the Company, but they shall be entitled to the proportion of interest occurring due from the date of the certificates, and on payment by the Company to the Treasurer of the proportion of the interest previously accrued, shall be entitled to receive the current coupon.

7.—And it is further stipulated that the said portion of the said Railway shall be constructed through the County of Grey from a point on the line of the Wellington, Grey and Bruce Railway, at or near the village of Cliford, and thence to the town of Owen Sound by way of Aylton, Durham, Gribble's corner, Wellington, and Chatsworth, and suitable stations shall be erected at or near each

and whereof it will require the sum of Twenty-nine thousand and forty dollars to be raised annually by special rate on the whole ratable property of the said Melanethon, Proton, Glenelg, Osprey, Artemesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak for paying the said debt of Two hundred and sixty-four thousand dollars, and interest on the Debentures to be issued therefor, as hereinbefore mentioned.

And whereas the amount of the whole ratable property of the said Melanethon, Proton, Glenelg, Osprey, Artemesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak, irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinbefore mentioned, or any part thereof, according to the last revised and equalized Assessment Rolls of the said Melanethon, Proton, Glenelg, Osprey, Artemesia, Holland, Sullivan, Sydenham, Derby, Kepel and Sarawak being for the year one thousand eight hundred and seventy five according to the following statement:

Melanethon	\$2,000.00
Proton	2,000.00
Glenelg	2,000.00
Osprey	2,000.00
Artemesia	2,000.00
Holland	2,000.00
Sullivan	2,000.00
Sydenham	2,000.00
Derby	2,000.00
Kepel	2,000.00
Sarawak	2,000.00

And whereas the amount of the whole ratable property of the County of Grey, irrespective of any future increase of the same and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinbefore mentioned, or any part thereof, according to the last revised and equalized Assessment Roll of the said County being for the year one thousand eight hundred and seventy five is five millions eight hundred and fifty-eight thousand and dollars.

And whereas the sum of the existing debt of the said County of Grey is the sum of two hundred and thirty-four thousand five hundred and thirty-three dollars for principal, and for interest, two thousand three hundred and forty-five dollars, and for interest in arrear, nothing.

And whereas the amount of the existing debt of Melanethon is nil dollars for principal, and for interest the sum of nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Proton is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Glenelg is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Osprey is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Artemesia is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Holland is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Sullivan is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Sydenham is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Derby is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Kepel is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas the amount of the existing debt of Sarawak is nil dollars for principal, and for interest nil dollars; interest in arrear nil dollars.

And whereas for paying the interest and creating an equal yearly sinking Fund for the said sum of Two hundred and sixty-four thousand dollars, as hereinbefore mentioned, it will require an equal annual special rate of nine and three-tenths mills in the dollar, in addition to all other rates, to be levied in each year.

1. Be it therefore enacted by the Municipal Council of the County of Grey, that it shall and may be lawful for the said Melanethon, Proton, Glenelg, Osprey, Artemesia, Sullivan, Holland, Sydenham, Derby, Kepel and Sarawak, being a portion of the County Municipality of Grey, to add and assist the Toronto, Grey and Bruce Railway Company to give thereto the sum of Two hundred and sixty-four thousand dollars by way of bonus.

2. That for the purpose aforesaid of the Warden of the County of Grey shall cause a number of Debentures of the said County to be issued for such sum of money as may be required to the amount

JOHN GALE,

Asst. Co. Clerk.

Conditions.

To the Warden and Council of the County of Grey:

The petition of the undersigned Reeves and Deputy Reeves of the following Townships:

Hugh Reid, Reeve of Sydenham, and James Gardiner, Deputy Reeve of Sydenham; D. McGregor, Reeve of Holland; H. J. Doyle, Reeve of Sarawak, Wm. Leekie, Reeve of Artemesia; B. Ghent, Deputy Reeve of Artemesia; Robert McElree, Reeve of Melanethon; John Cameron, Deputy Reeve of Holland; Thomas Pettman, Reeve of Kepel; James Beattie, Reeve of Sullivan, Duncan McGillivray, Deputy Reeve of Sullivan; Robert Linn, Reeve of Derby.

Sheweth that the Toronto, Grey and Bruce Railway Company having requested the following Townships, Melanethon, Proton, Glenelg, Osprey, Artemesia, Holland, Sullivan, Sydenham, Derby, Kepel, Sarawak, being a portion of the County Municipality of the County of Grey to grant them a Bonus of two hundred and sixty-four thousand dollars.

We, the said petitioners, in conformity with chapter Forty one, Thirty-three, Victoria, Ontario, desire to aid to the extent aforesaid in the construction of the said Railway, and to be assessed therefore.

We therefore pray that your council shall

pass this By-Law and submit the same to the vote of the qualified ratepayers of that portion of the municipality of the county of Grey aforesaid for the purpose of raising the said sum on that portion of the county of Grey above aforesaid by the issue of Debentures of the said municipality of the county of Grey, for the amount of said Bonus payable in twenty years, and for the delivery of the same to the trustees appointed under the act of incorporation of the Toronto, Grey and Bruce Railway Company, under the following terms:

1. There shall be a freight and passenger station at, or within one mile of Shelburne, in the township of Melanethon.

1. A flag station at the convenient point near Dundalk P. O.

3. A flag station at, or near lot 190, 1st concession, Toronto and Sydenham road (S.W.)

4. A freight and passenger station at, or near the Durham and Collingwood road at the most practicable point between Flesherton and side road between Durham road and Artemesia.

5. A freight and passenger station at, or near side road No. 100 south-west of Toronto and Sydenham road in the township of Glenelg.

6. A flag station at, or near side road No. 60 Toronto and Sydenham road (S.W.) in the township of Holland.

7. A freight and passenger station at, or in a point as practicable to the Village of

