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Holmes and Brawn. Mr. Doyle gave the "Commercial Interests." Responded to by Bro. Sanderson and Mr. Fishleigh. Bro. Bray, very naturally by the way, gave the "Ladies." Acknowledged by Mr. Doyle. Bro. Swanson proposed. "Masons' wives and Masons' bairns," followed by a song by Bro. Moffatt. Bro. Bray next gave the "Province of Manitoba," acknowledged by Bro. Moffatt in a short and humorous speech and song. After the company had sung "God Save the Queen" and "Auld Lang Syne" the brethren and friends dispersed, having spent a few hours very agreeably, and we trust profitably together. Com.

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### Wroxeter.

[OXONIAN EXPOSITOR, Wroxeter, agent for the Expositor Newspaper and Job Printing Office.]

RAILWAY.—The narrow gauge surveyors are locating the line to Teeswater, and purchasing the right of way. The contract for that section being to be let shortly.

INCORPORATION.—A meeting of the villagers is to be held in Gofton's Hall, on the evening of Wednesday, November 6th, to consider the advisability of forming the village into a separate municipality.

NOTICE.—Those owing the EXPOSITOR office, for job work, advertising, or subscriptions, will please call and settle with our agent in Wroxeter immediately.

CONCERT.—We understand that a concert is to be given under the auspices of the Mechanics' Institute in a short time.

### Kippen.

REAPING AND MOWING COMPETITION.—The officers and members of the Kippen Reaping and Mowing Society have decided to reorganize their association on a firmer and more satisfactory basis.

services of Mr. Kennedy as Assistant Engineer. He at the same time intimated that in the event of Mr. Ried retiring his place would be filled by Mr. Kennedy; that event has occurred and Mr. Kennedy has become Chief Engineer to the road. For two years, he was connected with the firm here, in conjunction with his father and brothers, when he was appointed Resident Engineer to the Wellington, Grey and Bruce Road. Mr. Kennedy began the study and practice of his profession under Mr. Thos. Keefer, C. E., and was engaged in the construction of the Montreal Water Works, and also of those of the city of Hamilton. In all of these positions he displayed marked ability and tact. His recent promotion is the best evidence of the esteem in which he is held by competent judges. Nothing but his talents has enabled him to secure so responsible and important a position as that of Chief Engineer of the Great Western road.

As the construction train on the North Grey Railroad was backing down the switch at Indian River, on Thursday last, a workman named John Clark fell from one of the flat cars through the bridge into the river, a distance of about twenty feet, breaking a leg and shattering the knee. We are doubly anxious of the unfortunate man's recovery.

H. G. Hendryx will open out in his New Store in Division street, on Tuesday 12th November. New advertisement next week.

The best, and the best selected stock of Groceries is well known to be at McLean Bros., Italian Warehouse.

**HORSEFEVER.**—It appears that the horse epidemic, or something of the sort, only in a mild form, is affecting a goodly number of the species here in this part of the country. Nearly every person has, or is getting cold in the head; and many are afraid to go to bed for fear of waking up in the morning and finding themselves converted into diseased horse flesh. As a remedy for this cold in the head, now so prevalent, doctors recommend medicines: old wome, bathing of the feet at going to bed, and a good sweat; and beats recommend taking several horns of hot whisky any time you can get it. Only one of the three remedies cures nothing, and for the other two you pay

Mr. Edgar was manager for some years. The new proprietors of the "British" are both so well known as men capable of catering to the wants of the public, that it is unnecessary for us to say more than that we feel certain no pains will be spared by them to secure the comfort of their guests, and give general satisfaction to all their patrons.

**TAX TOWN COUNCIL** will meet on Monday evening next.

PARTIES in want of hardware should visit A. M. Stephens & Co.'s new advertisement, and then go and make their purchases.

**THE STEAMER CUMBERLAND** called at the Superior wharf on Saturday morning. She had a full cargo of freight and a number of passengers for Lake Superior ports.

**Mr. CHARLES HALL'S** new advertisement appears in this issue. He offers cheap and good goods for sale. Go and see him.

We are sorry to learn, by the Green Bay Advocate, that the Fort Howard Times office, owned by C. J. Pratt, has been consumed by fire. It will appear again in a few weeks.

A disease has broken out among the chickens in and around Port Colborne. An exchange calls it chicken cholera, and says it is proving very fatal in the poultry yards.

The trial of Captain Conte, of the schooner White Oak, for the shooting of the man Graham, came off at Welland on the 30th ult. The evidence showed that Graham rushed on the Captain with a knife, when the latter drew his pistol and fired on him, albeit in self-defence. The jury brought in a verdict of not guilty.

**SERIOUS ACCIDENT.**—Mr. Donald Ross, of Chatworth, foreman on the T. O. & R. R., had his hand severely crushed on the 23rd ult., while coupling cars on the line. Dr. Smith, who dressed the hand, found that although the palm was cut entirely across, no bones were injured, and in consequence Mr. Ross will fortunately recover the use of his hand.

**THRESHING MACHINE ACCIDENT.**—Mr. Thomas Yeo, of Keppel, had the four fingers of his left hand so badly injured in the cylinder of a threshing machine, last Thursday, that they were all amputated by Dr.

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# Fearful RAILWAY ACCIDENT IN THE DARKNESS.

## Three Men Killed! FIVE SERIOUSLY INJURED.

### Two others Injured.

DETAILED SCENE AT THE DISASTER.

### A Father and Son Killed!

### CORONER'S INQUEST.

#### VERDICT OF THE JURY.

Owen Sound, Nov. 1, 1873.

The jury decided that it was because of carelessness, occurred last evening about a quarter past ten o'clock, on the Narrows Gorge Railway, three hours and a half miles from the place. The engine and locomotive had been employed during the day in carrying gravel away from Murray's cut, and returned to the head of the track, a mile late in the evening, for the purpose of bringing the workmen employed at the station and of the road across the river at the time, when on the road the train passing through Murray's cut, the disaster occurred. The men and horses in running into the town are blamed by the foreman, and when all present at the place concerned, the car ran off the tracks into the cut, and the car, repeated, and again, many passengers falling back on the horses, about 12 more were on the car (a few more at the time and out of that number three were killed, three seriously injured, and two others badly hurt. The cars of the horses and drivers found to bear. The driver of the car passed over the head of Mr. John Davidson, breaking the features out of nose and killing him instantly. His son, a young lad about 14 years of age, also received injuries which resulted in his death before he could be removed from the wreck. A second George Davidson, halting from the crash, received a fearful wound, and had a spike run up into his body, penetrating into his bowels. He was removed to the house of Mr. Sutton, where every attention and kindness was paid him, but he died, about an hour after his removal, in awful agony, crying "let me up! lift me up!" After all were extricated from the wreck, conductor, Verdi Edward Verral, and the bodies of Mr. Shattock and son were removed to Rockford Castle. It was a painful sight, and one that made every spectator shudder with horror, to see the bodies of the father and son lying side by side, mangled and bleeding and lifeless in death. All the injured were at the end of the car nearest the tender.

Dr. McGregor, who was near Rockford at the time, was immediately sent for and hurried to the scene of the calamity; and shortly afterwards Drs. C. and J. Barshart were upon the scene, to render assistance to the wounded.

Conductor Edward Verral was found to have his knee joint dislocated and the knee otherwise injured, besides being badly bruised about the body. Thomas Flanagan, of Orpway, sustained a fracture of the left leg, a comminuted fracture of the right arm, a wound over the left eye, and was otherwise injured about the body. William Graham was found to have both arms broken—one in two places—and it seemed to be internally injured. He has a wife and large family of helpless little children living in the town. His life is despaired of. Frank Wyman was slightly injured on the head, and Samuel Malcolm was slightly bruised about the body. Mr. S. E. roman leaves a wife and four children to mourn his loss, and to whom the sad intelligence of his death was conveyed last night. The dead bodies were removed to the fire engine house, and an inquest will be held on them as soon as a coroner arrives here. Coroner

came as much as viewed the ground where the disaster occurred, but appeared to think they should hurry through their duties that night, in order to save breaking another

car. Robert Miller arrived here from Meaford about 7 o'clock on Friday afternoon, and enquired about the late night accident, Mr. Macmillan answered, "The names of the persons are George Brodie, tyewain; M. Macmillan, James Brown, John Merkell, James White, Peter Robinson, Samuel Leonidas DeWitt Donald, Robert Miller, Henry Baker, Benjamin Hopkins, John Marston, and Henry Taylor. After the horses were secured, they repaired to the engine house and viewed the bodies of the dead men. The following is the evidence given at the inquest:

Robert Cook, sworn.—Am an engineer. I drive the locomotive Amaranth on the Toronto, Grey and Bruce Railway; I left the south end of the line about ten minutes past six o'clock the evening of the accident with the men on the car and tender—the tender was full—had run down to Rockford Station, where we took up our men and lots of four off; were taking the men from their work home, some to Owen Sound, some to Rockford, and some to Donald Black's, where they were boarding; run down about a quarter of a mile under timber; about of steam at the top of the grade, about a thousand feet from where the accident took place; after this we were going four or five miles an hour, when the accident took place; it was so dark I could not see anything; the first thing I saw was the jar and I reversed the engine and took her up in 60 feet after I reversed; the accident occurred on the best part of the road between Owen Sound and the end of where the track is laid to; I jumped off as soon as the engine stopped; one car and the tender were stopped and both gone off the track; I saw the car was smashed up and I helped them men out; the conductor was fast under the tender; the accident occurred in a cut about live or six feet high, and when the car slowed across the track it filled up the cut; I dug the conductor out; the car was thrown on its side under the tender; I saw the two men that were killed; found the two men, father and son, between the frame of the car and the rail, face down, 50 feet from where the car went off the track; they were both dead when I found them; I left the car and went and put out the fire on the engine; I went up this morning and viewed the ground, and could see no cause for the accident, except about three inches of the flange of the wheel broken off; I left the bodies of the Sheerman's on the embankment; can state no cause for the car getting off the track; saw a small stone Mr. Butchart picked off the track this morning, it was split in two; I thought it sufficient to throw a light car off the track; it was a piece of limestone about the size of my hand; the flange had passed over it and split in two, the stone was laid on the inside of the rail; it was about half an inch of being as high as the rail, and was split in two; I might have been laid on the rail and the first wheel have moved it and passed over it, and when it dropped down the hind wheel split it in two, and the car jumped off the track; there were no stones lying about to roll on the track unless lifted; about five or six feet clear of the tie ends is the gravel pit, and the gravel was half the depth of the tie below the track; I went over the same about twenty to twenty-five minutes before at a third more speed than I came down on it, with the same car, as I came down with the same car; I would have pulled up if I had seen the stone, but in the dark I could not see it.

To a query.—The stone was about four inches by three inches, the road is oak ballasted, but is filled solid under the ties; we took on gravel at Black's cut and brought it to Murray's cut, but had no gravel on when the accident happened; we took one car when we went for the men; from where we were hauling gravel is a mile or a mile and a half below where the accident occurred; I was told by Mr. Miller, that stones and sticks were picked off the track below where the accident occurred; heard nothing about stones being on the track till after the accident; our average speed is ten miles an hour; I am not afraid to run at twenty-five miles an hour on the same road.

Donald McGregor, M. D., sworn.—Am a surgeon practicing at Chatsworth; was at Rockford Castle Hotel the evening of the accident; as soon as I heard of it I hurried to the spot, it was as dark as could be; I drove down to Mr. Sutton's gate, led my horse to the gate, and walked as fast as I could to where the accident occurred; when I arrived I found several people injured; I did not examine the dead bodies at all, I attended those injured; the men told me there were two bodies dead; did not examine them; was attending those living; I saw Mr. Davidson; he was living then; he gave me his name as George Davidson; I thought at the time that he was dying; he did not die immediately; I asked for a doctor; I was going at the rate of about eight or nine miles an hour—not over that; felt a great jump on the car and attributed it to something lying on the track and looked for the cause of the accident, and found a stone jammed in the middle as if run over by the car; thought it must have been on the track; found the stone, to the best of my calculation, about three or four feet from where the jump occurred; believe the stone to have caused the accident.

After hearing the evidence the Chamber was cleared of the public to allow the jury time to discuss the evidence, and after a short deliberation they returned the following

VERDICT:

The jury find that Isaah Sheerman, J. A. Sheerman and George Davidson came to their deaths from injuries received on the

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leaves a wife and four children to mourn his loss, and to whom the sad intelligence of his death was conveyed last night. The dead bodies were removed to the fire engine house, and a post mortem will be held on them as soon as a coroner arrives here. Coroner Gordon being at present away from home.

Every possible assistance within the power of the farmers and others in the vicinity was rendered to the injured. As yet the cause of the accident is unknown, but we are informed, that stones have been found on the rails about half a mile below where the disaster occurred, which leads to the suspicion that the calamity might have occurred through senseless and mischievous boys having placed stones on the road, the night being Hallowe'en.

Thomas Spedding sworn.—Am. night

watchmen at the engine shed here; as soon as I heard of the accident I started, with four or five other men, to walk up the track to see what was the matter; I saw four sticks laid across the track on the left hand side, one was a piece of scantling about three inches thick and about eighteen or twenty inches long, the others were smaller pieces; the sticks were about six or seven feet and some farther apart, this side of where the accident happened, and on the other side of the St. Vincent road about a quarter of a mile; am a stranger here, and don't know the name of the roads; saw a stone about half the size of my head lying on top of the left hand rail going out; it was lying on the rail entirely; the stone was not far, from where I saw the sticks; don't think the stone could have fallen there; it was a kind of a round stone; it was lying on the rail when I saw it; the sticks laid across the rail, come with the end laid down, and the scantling looked as if balancing; it might have been resting on a tie but it was near level with the track; the stone was a round one and would not likely have laid there if it had dropped; I think the pieces must have been put there; that was all I saw until I got to the wreck; saw the broken car and helped them to get the tender on the track again; don't know any of the parties that were walking with me; there was one they called Mr. Miller, who walked up the whole way with me; if the train had not been off it would have met with obstructions; it came in, over night before, about 6:30; it was about a quarter to ten when I went out; did not see any body about the engine house; it was very dark; we had two lanterns with us; don't know where the grand cut is; don't know if the sticks would throw the cars off the track, but should say the stone would throw almost any engine of the track.

(At this stage of the proceedings a voice of the jurors was heard from a soft sleep which he had fallen into.)

George M. Dugchart sworn.—I went out with Mr. Cook this morning to the accident; I walked a few yards on the track from where we went on to where the accident occurred; I had heard about the obstruction and went to see for myself, I thought there might be the remains of some of them on the track; saw a stone on the track, lying inside the rail on top of the tie, against the rail; the stone was cut, evidently by the flange of the wheel; it was cut in two, but one part was very small; I have no doubt it was cut by the flange; my first thoughts were that it was the cause of the cars being thrown off the track, but now I don't think it was; I examined the wheels of the cars, and found a piece broken off one of the flanges, about three inches long; it had a flaw in it; the broken piece had been held together by sound parts; the flaw was about two inches in extent in both the wheel and the piece; I thought between the flaw and the stone the engine had been thrown off; don't think that the stone itself would have thrown it off; would say that the flaw itself would have thrown the car off; it had been broken recently, as there was no rust about it; the flaw was across the track in the wheel of the car; the chip was cut off the wheel lying next to Owen Sound; the stone was found right up against the rail on the sleeper; am of opinion that if the signs had been on the rail it would have been crushed; the piece was out of the first wheel of the car, on the right hand side coming to Owen Sound; the stone was a soft one and was easily cut; am of opinion that the

was created or the public to know the just time to discuss the evidence, and after a short deliberation they returned the following:

#### VERDICT:

The jury find that Isaiah Sherman, Jas. Sherman and George Davidson came to their deaths from injuries received on the T. G. & B. R. R., the car being thrown off the track. And the jury believe from the evidence brought before them that said accident was caused by an obstruction in the shape of a stone being placed on the rail by some maliciously disposed person. And the jury are of opinion that not the slightest blame can be attached to the railway employees or the contractors engaged in the constructing of the road. And the jury further present that it is desirable that the directors of the K. R. Co., in conjunction with the County offer a reward for the discovery of the perpetrators.

man, who was dressed lady w ridge, chains, quietly stepping texture, also s ed the gentlest his seat and pa larville, and wh the 'bracelets wrists. The c the lady left it charge against a firm or socie the amount of traced him to ing at the Ott not arrest him law in the Pre able to the pr passed himself other man's a him. Our, of that another had left San F of other peo traced to Ohio said to be rep we learn that was arrested t long.

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Railway DEMONSTRATION AT CORNWALL.—A highly successful demonstration took place at Cornwall on Thursday. The Mayor of Cornwall, Dr. Allen, first read and addressed the meeting, to which Messrs. Mackenzie and Blake, suitably replied. Dr. Bergin, M. P., Mr. Snelling, M. P. P., Mr. Gibson, M. P., Mr. Archibald, M. P., and Mr. Bethune, M. P. P., briefly addressed the meeting, after which Mr. Mackenzie delivered an eloquent oration of an hour and a half in length, reviewing the course pursued by the Government of Sir John A. Macdonald. After dinner Mr. Blake made a masterly defence of the Government of which he has been Premier, and some other speakers followed him. A ball closed the festivities.

The Drunken Act.		Shocking Railway Accident.		MEETING			
		THREE MEN KILLED		AN			
		SEVERAL WOUNDED		RESIGNS			
		From The Guelph Standard Advertiser.)		DEAT			
V. 7, 1872.							
<p>The temperance men of Guelph have decided to have a By-law submitted to the ratepayers of that town with a view of adopting the Dunkin Liquor Law. The following is a copy of the petition which is being circulated for signatures.</p> <p>Yours, etc.,</p>		<p>The undersigned qualified municipal electors of the Town of Guelph hereby require that a poll be taken in terms of the Temperance Act of 1864 to determine whether or not the qualified municipal electors of the said municipality will adopt under authority and for enforcement of the said Act the By-law following, which we hereby propose for their adoption, to wit:—</p> <p>The sale of intoxicating liquors and the issue of licenses therefor is by the present law prohibited within the Town of Guelph under authority and for enforcement of the Temperance Act of 1864.—Mercury.</p>		<p>The worst accident that it ever became our duty to chronicle, occurred last evening about 6 o'clock, on the Narrow Gauge Railway, about three and a half miles from this place. The engine and construction car had been employed during the day in conveying gravel to the stone quarries, and returned to the end of the track, a little late in the evening for the purpose of bringing the workmen employed at the outer end of the road home. On the return of the train, when on that part of the track running through McCarlade's farm the disaster occurred. The cars and tender in running into the town are pushed by the locomotive, and when at a gravel pit at the place mentioned the car ran off the track to the left into pit, upsetting, and injet, barely escaping falling back on the tender. About 20 men were on the car at the end, at the time, and out of them three were killed, three seriously injured, and two others badly hurt. The cries of the wounded and dying were揪揪 to bear. The wheel of the car passed over the head of Mr. Isiah Sherman, crushing his features out of shape, and killing him instantly. He was a young lad about 14 years of age, who received injuries which resulted in his death before he could be removed from the wreck. A man named Pease, having been near Guelph, received a mortal scalp wound, and had a stake run up into his head, penetrating into his temple. He was removed to the house of Mr. Sutton, where every attention and kindness was paid him, but he died in about an hour after his removal, unable again, crying "let me up, lift me up." After all were extricated from the wreck, conductor Verrall, Tom Thompson, of thirty; Graham; Frank Wynn, and the family of Mr. Sherman and son were removed to Rockford Castle. It was a painful sight, and one that made every spectator sickened with horror, to see the bodies of the father and son lying side by side, mangled and bleeding and still in death. All the injured were on the end of the car nearest the tender.</p> <p>Dr. McGregor, who was near Rockford at the time, was immediately sent for and hurried to the scene of the calamity; and shortly afterwards Mrs. C. and J. Barnhart were upon the scene, to render assistance to the wounded.</p> <p>Conductor Edward Verrall was found to have his knee joint dislocated and the knee-ugher was injured, besides being badly bruised about the body. Thomas Homan, of Osgoode sustained a fracture of the left leg, a comminuted fracture of the right arm, a wound over the left eye, and was otherwise injured about the body. John Graham was found to have both arms broken—one in two places—and it is feared he is internally injured. He has a wife and large family of helpless little children living in the town. His wife is reported of, Frank Wynn was slightly injured on the head, and Robert Macleod was slightly bruised about the body. Mr. Sherman leaves wife and four children to mourn his loss, and to whom the sad intelligence of his death was conveyed last night. The dead bodies were removed to the fire engine house, and an inquest will be held on them as soon as a coroner arrives here, Dr. George Gordon being at present away from home.</p> <p>Every possible assistance within the power of the farmers and others in the vicinity was rendered to the injured. As yet the cause of the accident is unknown, but we are informed, that stones have been found on the rail about half a mile below where the disaster occurred, which leads to the suspicion that the calamity might have occurred through senseless and mischievous boys having placed stones on the road, the night being dark.</p> <p>The verdict of the Coroner's Inquest in the matter just rendered is as follows:—"That the deceased came to their deaths by being crushed under a car thrown off the track by stones and other articles, maliciously placed thereon. The railway company and contractors are entirely free from blame."</p> <p>Burnings of the Steamship Missouri.</p>		<p>own Sound, Nov. 1, 1872.</p> <p>The reg Board of S board, too! The usual minutes of road, and our reader meetings a the engine could tak minutes. Bessell an to advanc Minnie an ince, and several o position of was move</p> <p>W. Lewis Hichon be exiled at a house in by J. Mc that Miss salary of \$ id that sh in her room remanded by E. Bow that Miss salary of \$ Hesley, s Mrs. Jelle salary, shing to do Moved by Minnie at a salary by W. L that Miss salary of \$ journed in remanded to road as fol Jack, \$11 Lambert, Stevenson was never fined at a passed in serving re Report wait upon engagement, discuss in the appear oates, cons ed with re training th reduced to taken the appear tained th engrossed able time struck out</p> <p>The Bo when Ma were app callion of t an exhib A report adacted Committee</p>	
<p>ference to the local Board. No block has been in re-engaged, a certainly to add again, the old should find it. We are he-gentlemen smeth best for and this block f the constitu composed of requires a two to carry any chairman election, it can-</p>		<p>In accordance with the wishes of several denominations who have met after Thursday the 11th inst., as a day of thanksgiving to Almighty God for an abundant harvest; His Excellency Lieutenant Governor Holland, has issued his proclamation making that day a public holiday. The following is the proclamation:—</p> <p>To all our loving Subjects, in our Province of Ontario—Greeting:</p> <p>O' Meara, Attorney-General.</p> <p>Know ye that taking into our consideration the duty which our loving subjects of our Province of Ontario owe to Almighty God, for the manifold blessings they have received at His hands, especially for the abundant harvest and the continuance of peace with which he has blessed our said Province during the present year, we have thought fit, by the advice and consent of our Executive Council for our said Province to appoint and do by our Royal Proclamation, to be the same.</p> <p>The Com- alldy are divid- k, the third ill deny th t, that being ced to under- n-account of ching young ual that she ry as would teaching the be matter in being known o the school contract with compe- of which the requisite old, therefore der the whole of these teach joint motion same. This satisfaction to the same time that has been</p>		<p>By Command,</p> <p>T. B. PARDEK, Secretary.</p> <p>Village Council.</p> <p>November 4, 1872.</p> <p>The Village Council met as per adjournment at the Central School House at 7:30 p.m. All the members present. The Rees, in the chair.</p> <p>Minutes of last meeting read and adopted.</p> <p>Report from Road and Bridge Committee:</p> <p>Dear Committee beg to recommend the payment of the following accounts: Thomas Hoggar, part of expense in building sidewalks on Main street east, \$2, John Foster grain to also be paid.</p> <p>Especially submitted,</p> <p>H. Kilroy, Ch.</p> <p>Report adopted.</p> <p>Number 7 re- News is to be started on Thursday the 1st inst., we suppose it is in command son. We in manner in contract the agree- nself and ral party Friday last escape of bind shop</p>		<p>town on the 26th and arrived at Nassau on the 28th. It is said the drunken pump of the steamer were never started, one of the passengers asserting that he had hold of the hose for some time, and that no water was forced through it on the flames from the dock. Two deck pumps were worked a few minutes only. Within fifteen minutes after the alarm of fire was given the twelve drivers were in the boat and the flames were coming from the stock hole in a volume. The ship's course was never altered, and consequently the flames were carried astern ship, burning up one life boat on the lee side and making it hot to get the others off. Only three boats were launched two of which were swamped. It is said that several families and children were aboard the Missouri, none of whom got into</p>	

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reacher last offer mad the cost of d vertising do. The salutin and why not too much lik of \$20. He went of Mi twenty-five the large na ley's depart average of 1 against 62 a

to include the townships of Proton, Egremont, and Normandy from the County of Grey; the townships of Luther, Arthur, and Minto, and the villages of Arthur and Mount Forest from the County of Wellington; and the latter to consist of the townships of Normandy and Egremont, from the County of Grey, Arthur, Minto, and Maryboro from the County of Wellington, Howick, and Turnberry from the County of Huron, and Wallace from the County of Perth. Both these rival schemes cannot succeed; but the adoption of either, and the creation of the municipalities contiguous to Orangeville into a new county, would prove a desirable arrangement of the overgrown Counties of Wellington, Grey, and Simcoe, and would work into any convenient general scheme which the Government may adopt for the redistribution of the larger counties of the Province.

#### THE COUNTY OF DUFFERIN.

A vote of the ratepayers of Mono was taken on Saturday, to determine whether the Council of that township should or should not petition the Legislature to pass an Act to erect those municipalities in Wellington, Grey, and Simcoe, which lie contiguous to each other, into a Provisional County, to be called the County of Dufferin. A majority of the voters polled were cast in favor of the proposed county formation; but as the electors generally considered the question one which the Council should have settled for itself—especially as the Act to be petitioned for would remain inoperative, even when passed, until a vote of the ratepayers should give it effect—very little interest was taken in the question. The vote practically settles nothing beyond expressing the desire, that the Council should petition for the formation of a Provisional County, and as this expression of opinion had been very clearly given at public meetings and by requisition to the Council, we cannot help thinking that the Council acted with greater caution than prudence, and showed more weakness than good sense, by submitting the matter to a popular vote, and putting the ratepayers to the unnecessary expense and trouble of an election. But now that the ratepayers have decided for the Council what the Council seemed unwilling to decide for itself, we presume the wishes of the people—about which there was no room to doubt from the first—will be carried out without needless delay, and the petitions signed in time to be forwarded to the Legislature.

#### Orangeville and Vicinity.

**TUE. NARROW GAGE.**—The Engineers of the Toronto, Grey, and Bruce Railway are now in Howick, placing the line and locating the station.

Woodbridge was visited by burglars on Friday night. The squalls blew open the safe at the railway station and secured \$30, and they also visited a couple of stores, but failed to find any more money.

Mono; Mr. Feed, Orangeville; Mr. Gilchrist, Orangeville.

#### SEVERE RAILWAY ACCIDENT.

A CONSTRUCTION train on the Toronto, Grey and Bruce Railway, ran off the track near Owen Sound, on Thursday, killing three men, and seriously injuring four others. The names of the killed are Isiah Sherman, James Sherman, and George Davidson, and of the wounded, John Graham, Thos. Shannon, Edward Varnell, and Francis Winer. The cause of the accident was an obstruction maliciously placed on the track, by some person unknown. It is to be hoped that the perpetrator of this treacherous act will be discovered, and punished to the utmost rigor of the law.

#### RIFLE MATCHES.

THE annual Rifle Matches of the Orangeville Volunteers took place at their range on Friday and Saturday, and were well attended by the members of the company and others. The shooting on both days was very creditable.

The first match, in which members of the company only competed, was at ranges of 200, 300, and 400 yards, with five rounds at each range. The following were the successful competitors:—Sergt. C. Peran, 1st prize, \$5; Sergt. H. David, 2nd, \$3; Priv. W. J. Hall, 3rd, \$2; Priv. W. Walker, 4th, \$1.50; Priv. O. Armstrong, 5th, \$1; Priv. Robinson, 6th, 75c.; Sergt. G. Raines, 7th, 50c.; Priv. Hesmond, 8th, 25c.

The second match was also confined to members of the company. The ranges were 200 and 300 yards, with five rounds at each range. The following were the successful competitors:—Priv. O. Armstrong, 1st prize, \$3.50; Sergt. O. Peran, 2nd, \$2; Priv. W. Walker, 3rd, \$2; Sergt. A. Dualeavy, 4th, \$1.50; Priv. A. Collins, 5th, \$1; Sergt. H. David, 6th, 75c.; Priv. Dellebaugh, 7th, 50c.; Sergt. G. Raines, 8th, 25c.

The third match was open to the members of the company and contributors to the purses, the range being 200 yards, six rounds. The result was as follows:—Mr. Jas. Dick, 1st prize, \$3; Mr. T. Lynch, 2nd, \$2; Mr. J. McGuffin, 3rd, \$2; Mr. W. Still, 4th, \$1.50; Sergt. A. Dualeavy, 5th, \$1; Mr. J. McBryne, 6th, 75c.; Mr. J. Ferguson, 7th, 50c.; Priv. Robinson, 8th, 25c.

#### News of the Week.

##### CANADA.

THE hog disease is spreading in the vicinity of Ottawa, and *The Times* says that in some localities sausages have become remarkably cheap.

WARRANTS are being issued at the Militia Department for the 160 acres granted to each of the Red River volunteers of 1870.

THE first application in Eastern Ontario of the lash as a means of correction for criminal convictions took place at Belleville jail on Wednesday last.

**THE INTERCOLONIAL.**—The Chig-

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is a man of considerable ability, and who made a fine speech, explaining the progress of the New Connection body, of which he is superintendent.

### Wroxeter.

(GEORGE EVEL, Wroxeter, agent for the Exeter and Stratford Newspaper and Job Printing Office.)

**BUSINESS NOTICE.**—Those in this vicinity owing this office for job work, subscription, or advertising, will please call and settle immediately with our agent in Wroxeter.

**RAILWAY.**—Work has commenced on that section of the T., G. & B. Railway, between Harriston and Wroxeter. A large force of men are at work all along the line.

**INSTALLATION.**—The following elected and installed officers of "Star Lodge,"

be it given to the community if the perpetrators could be severely punished for the mischief they committed.

**SAD ACCIDENT.**—A sad accident occurred in this village last Thursday evening about seven o'clock. A little boy, about two years old, son of Mr. Thomas Redmond, blacksmith, while playing in the house, overturned a lamp full of burning fluid, which was burning on the table near him. The lamp was broken, and the fluid taking fire soon enveloped the boy in the flames. The boy's mother, who was in the house at the time, naturally made every endeavor to save him, but her efforts, and those of Mr. Redmond (who was working near the house), only succeeded in quenching the flames when it was too late to save the boy's life. He was burned so severely that he only lingered until about 12 o'clock. Mr. and Mrs. Redmond were both burned pretty severely, and it was only by the strenuous exertions of Mr. Redmond and Mr. Charles Herbert that the house was saved from the flames. This sad event has cast a gloom over the entire community, and aroused the deepest sympathy for the afflicted parents in the loss of their only child.

boy, Thomas McLauchlan, who carried off the first prize in this class did very good work, indeed. This was the third match at which he plowed this fall, and carried off the first prize at each. The second prize in this class was carried off by a little boy named Thomas Forsyth. We may well call him little, as he is only 38 inches high and about 80 pounds in weight, but he did big work—work that was hard to beat, even by the first-class men. The classes for boys and second-class plowmen ought, we think, to be much more encouraged at plowing matches than they are now. Better inducements should be held out to bring young plowmen into competition with each other. It is the rising generation which should be looked to a little more in this matter. At plowing matches,

learn that the typhoid fever is very prevalent in some parts of Howick. Several deaths have taken place and others are in a low state.

**RAILWAY.**—The contractor of the section of the Toronto, Grey and Bruce Railway between Mount Forest and Wroxeter commenced operations on the 31st of October, between Gorrie and Wroxeter. He has sublet eight miles west of Harriston in small sections. Mr. Andrew Sim does the earthwork of the mile and a quarter west of Lisadell, for \$1,500, it being comparatively easy of construction. It is all to be ready for the iron by August, 1873.

**HORSE DISEASE.**—The horse disease is very prevalent, but the only fatal case so far was that of a horse belonging to Mr. Lohr, of Turnberry.

### Mitchell.

**SAD BEREAVEMENT.**—We regret to learn that our late respected townsmen, Mr. Roger Saunders, engineer at the Mitchell Foundry for several years past, has met with another bereavement in the loss of his eldest child, a fine little girl of about 7 or 8 years. It is only a month since Mr. Saunders' home in Mitchell

Jas. May, Wm. McMaster,  
Alex. McMaster, Jas.  
Arthur Ross, Charles  
Jas. —An action for dam-  
age delivery of a certain  
account with contract  
B. Wood for defence.

Slandered issues were dis-  
missed, when the court

Verdict for plaintiff  
vs. Smith.—Verdict  
Mr. J. K. Kerr for plif.

Verdict for plif \$301.40.

plif.

nk vs. McDougall.—Ver-

Verdict for plif. \$100.

Verdict for plif. \$515.

Verdict for plif. \$605.  
or plif.

Verdict for plaintiff  
for Gethrie for plaintiff.

Verdict for plif. \$145.

Verdict for plaintiff  
for plif.

Verdict for plaintiff  
for Gethrie for plaintiff.

Verdict for plif. \$100.

Verdict for plaintiff  
for Gethrie for plaintiff.

brother Driftgeman who was sick, prisoner and his brother got out, leaving witness in the wagon; heard a noise at the station; heard the prisoner say that there was his brother George; witness went over to the station up further line and across the cattle guard; at that time the train was moving slowly up the track and witness got off the track and caught hand side porch of train, which would be the left hand side coming up; saw Wm. Lillie on the flat car looking Gethrie saw him get off and a stick of wood followed him; witness got off the porch him on the right hand side, turned and ran away; Wm. Lillie stood there and went. In view of the circumstances the passenger in car was just passing witness said I. Lillie stood about twenty feet from the cattle guard I observed a stamp next day; it was near where prisoner had stood; after the train passed saw Lillie in the cattle guard, and right, Farmer and Gethrie, church were helping Farmer; he went down to the wagon, into which he put the same party, with Church making right in all respects marked to Lillie that the shots must have done damage; the shots were fired on the Company's ground there was a shot fired from the wagon about ten minutes before; after hearing the train saw the train stopped; Lillie whom I supposed to pick up wood between witness and myself said, "I did not shoot him, it is not my fault."

The Prisoner—excitedly—they are swearing like it.

Witness resumed—saw prisoner and I went the blacksmith shop of Lundy's; saw Church returning, he took a revolver by the mouth and held the butt from him; I do not see Lillie at the time the prisoner fired; saw him before that; there was no person between Lillie and prisoner when the latter fired gun; he was a pistol with passenger several cars and met me on the 26th of July, and he hit him for the first shot.

Dr. E. F. Egan, surgeon, produced the bullet taken from the wound, also another from the passenger car it had been fired from the north in an attempt to shoot the passenger produced when he came for the same purpose he belonged to James McLaughlin, a member of the Reform party; he had been the supervisor of the school he observed the bell cord broken the bell cord jumped on the post of the baggage car, and during from the mouth of the same could not say on board the train was

witness deposed that he on the night of the 26th he was helping to wood up station, when a party himself and his son of wood fall on him had no business there; here the train was the case immediately move a man jumped named Campbell the ed in dark clothes and set, witness went to did not the conductor the throwing of the hole similar to the witness thought left-hand side of the door, the company's

it does not recognize either we had the trouble within him—I think at he was on the train of July; had charge rehersated the tactics to the alterations—Audley abiding following the brakes moments he saw the little, looked out and with his hand on conductor got on the road; witness looked it and saw a man only popular and interesting, but highly educated and thoroughly educated, and the

The Municipal elections about to take place throughout Ontario, (if the advice of the Mail be taken,) will be the hardest struggle that has been had for many years. The Mail has time and again advised the Conservative party to organize, for the purpose of securing every municipal office that can be possibly obtained; and, this with a view of obtaining more weight in the next parliamentary election. We have conversed with strong Conservatives on the advice thus rendered, and without an exception such tactics have been denounced. It will be a direful day for Ontario, when party politics are made the leading features in Municipal elections, and we hope that day is far distant. These elections in many places are carried out with much warmth of feeling, the effect of local jealousies, but when the contest is over, these feelings are generally buried, and the elected parties work for the common good. This would be altogether different, shenult politics be the main feature of a municipal contest. Party spirit would be at work during the whole year, strife, bickering and jealousy would be the result, corruption and bribery would naturally be on the increase. What we would ask, does the Mail expect to gain for its party, by advising such a course? Cannot be supposed that the Reform party will look on quietly and witness these factions organizations agreeing with themselves, yet content with those of this place, Orangerville and Harriston. While that emanating from Harriston does not harmonize with any section but its own hub, but comes into direct conflict with the schemes of Durham, Mount Forest, Arthur and Listowel. Our friends in the surrounding townships will be convinced, render us the same assistance, they were wont to do in this matter, in years gone by, and when our scheme is laid fully and fairly before our representatives in the House, it cannot but command itself as the one most likely to benefit all parties concerned.

Toronto Grey & Bruce Railway.

TRAFFIC STATEMENT.

The following is a statement of the traffic of this above railway during the month ending 31st October. The section of road for which the figures are given was the same in both years, viz.: that between Toronto and Mount Forest. The freight traffic may be expected to be much greater this month than last, as the greater portion of the season's crop will no doubt be sent down this month.

#### RECEIPTS.

Passengers.....	\$ 6,674.72
Freight and live stock.....	10,760.00
Total.....	\$16,434.72
Total receipts corresponding month 1871.....	7,519.00
Increase.....	\$ 8,915.72

DESCRIPTION OF FREIGHT CARRIED.

Number of bushels wheat and corn.....	17,200
" oats and barley.....	21,477
" pens and maf.....	650
" ears of lumber.....	117
" cords of wood.....	3,895
" barrels of flour.....	6,412
" head of live stock.....	1,020

The VANDA AND FICKSIDE JOURNAL.—This journal is a marked exception to all low-priced periodicals, from the fact that it is a model of typographical elegance, and is printed on beautiful, strong paper. The contents are not only popular and interesting, but highly educated and thoroughly educated, and the

man he will never be a candidate again for public office, but will devote his best energies to make that paper, a power for good among the American nation.

#### Railway Progress.

Messrs. Mackenzie & Co. inform us that the track laying on their end of the line of the T. G. & B. Railway, from Owen Sound, southward, is progressing very fast. They expect if the weather is at all favorable, to connect with Mr. Shanly's section of the line, before winter sets in. The Harriston branch is also progressing as well as could be expected, considering the broken weather. The road is all opened through, and about half the distance is graded; the other portion being also well advanced. Messrs. Mackenzie & Co. have also commenced work between Harriston and Gerring; they have a gang of twenty or twenty-five men with twelve horses at work near Wroxeter. It will thus be seen that work on both of these branches, is being pushed on with vigor, and that Owen Sound in the north, with Harriston and Wroxeter in the west, will soon be in direct railway communication with the metropolis of Ontario.

#### More Notices.

We notice that the past week, James McLaughlin, a member of the Reformatory Association, New York asizes, has been sentenced to 12 years imprisonment in the Penitentiary, at hard labor.

A disastrous fire occurred in London, England, on Saturday night last. The city flour mills was entirely destroyed. The loss will exceed \$500,000. One fireman was killed and several wounded.

ACCEPTED A CALL.—We notice by the Canadian Baptist, that the Rev. J. G. Calder, late of this place, has accepted a call from the churches of Park Hill, Ailsa Craig, and McGilvray. His address will be Park Hill.

Bears appear to be common in the Elderslie swamps.

Major General Gordon Meade, of the United States Army is dead.

Mac-Wilson, barrister, of Lucknow; captured two fine deer near that village on the 6th inst.

The St. Thomas Dispatch understands that the Canada Air Line Railway will be open for passenger traffic from St. Thomas to Glencoe, about the first of next month.

SHOOTING.—A few car loads of cattle were shipped at the Elora station, on Saturday last in wheat cars, and when they arrived in Hamilton, twenty-four of the poor brutes were found to have been suffocated during the journey.—Express.

of certain books and the Township J. for compilation and translation. The facts are as follows:—The employment of the Clerk, and during a disagreement his Clerk was appointed to retain the same in his possession. Plaintiff was agreed to determine until Sat 2 o'clock, p.m. It between the parties to arbitration this to a further hearing of t

J. DUNPAS vs. A called.—This case It appeared that d a number of other e evening of Alibello complainant states t his fellow during the a quantity of p to the amount of \$1 defendant by his co complainant, J. Mc Hart considered a legal deftient to damages \$5 and a each of payment al

DUNPAS vs. A similar case and a similar finding on the same date.

HARRISON & CO. vs. J. CALDER.—

On Saturday eve

On Saturday even o'clock, a fire broke story block, on Sunn This building being very high, transversal such a chance of spreading on either side at fire. The boat was firemen could with enough to be of a flatten so spread f and from street to sti pal portion of the city was destroyed, ed at \$200,000,000.

Among the prominent destroyed were the Webster block, the Jungs, the Boston Fire several railway stat The effects of this fire that of Chicago a chance.

By late accounts 1 losses are made much at first approved. It over forty persons are and that the extent is in seventy acres. The insurance is about several companies will embark under the heading

who fired the shots was a middling sized man, in dark clothes; could not swear to him.

At this juncture an adjournment took place to allow the jury to dine.

James Kerr, who was the first witness called when the court resumed. He testified to seeing the alteration and hearing the shots; denied having told Grinkletter that James Moore had told him that Ludlow and Moore were together; heard one party say to another on the road, "but I believe you have dropped the b-r."

Richard Brandon deposed that he had come up from the village to the station on the evening in question; in company with six others, among whom was the prisoner; he went up to the station for the purpose of seeing a brother Orangeman who was sick, prisoner, and his brother got out, leaving witness in the wagon; heard a noise over at the station; heard the prisoner say that there was his brother George; witness went over to the station up Luther line and across the cattle guard; at that time the train was moving slowly up the track and witness got off the track on the right hand side going down, which would be the left hand side coming up; saw Wm. Ludlow on the flat car holding Cawdell; saw him get off and a stick of wood followed him; witness saw a flash pass him on the right hand side turned and saw another; Wm. Ludlow stood there then and Wm. Ludlow fired the shots; the passenger car was just passing witness then; Ludlow stood about twenty feet from the cattle guard; observed a stormy east day; it was near where prisoner had stood; after the train passed saw Ludlow in the cattle guard, and Rolt, Farmer and George Church were helping him out; he went down to the wagon into which he put the same party, with Church walking right in all; remarked to Hewitt that the shots must have done damage; the shots were fired on the Company's ground there was a shot fired from the wagon about ten minutes before; after crossing the track saw the train stopped; Hewitt stated it stopped to pick up wood; the prisoner leaned over his head between witness and Hewitt and said, "I did not shoot him, it is only fault."

The Prisoner—excitedly—they are exciting us.

Witness resumed—saw prisoner and Church the blacksmith go out of Landy's; saw Church returning; he took a revolver by the mount and held the butt from him; did not see Ogden at the time the prisoner fired; saw him before that; there was no person between Ogden and prisoner when the latter fired; did not notice a pistol with prisoner several times; did not see him the 42nd of July; did not see him fire the first shot.

Dr. Keroy, coroner, produced the bullet taken from the wound, also another from the Post-office-car; it had been fired from the south in an oblique direction; the revolver produced were given to him by two constables; one belonged to James Moore and the other to George Church; had taken the depositions of all the parties.

Charles Brandon, raw prisoner on the night of Dominion Day last, while coming from Landy's as he drove, he fired off a pistol; this was about midnight.

James Moore made oath and said that he was an Orangeman on the night of the 12th of July he went with a number of others to Arthur station in prisoner's wagon; they went to see a man named Rollins who was sick; got out at Caswell's hotel; witness heard Ludlow swearing at somebody on the train; prisoner went over and asked his brother what was the matter George said they threw a stick at him; prisoner got out the flat car and caught hold of a man on it; he was shot and fell, and jumped off; witness saw him fire two shots and heard him say "take to the train"; he was pretty close to the train; he then followed up alongside of the train; the flat car passed him when he fired the first shot, and the second shot appeared to be fired at the front of the passenger coach; his hand was raised; there were no other shots fired; heard Church say that if the train came back he would shoot every man on it; witness had on short coat and prisoner a long one; saw Brandon on the track walking; one could not say positively what prisoner said to Brandon on the wagon, but he thought the substance of it was that if he hadn't killed a man he intended to; there were three cartridges left in the revolver that night; the seis three were in the revolver when it was given up; Church and prisoner went out of Landy's, and when they returned Church requested them to be "long and drunk and know nothing." Height advised witness to leave his revolver one side, or he'd run into trouble; prisoner took his advice and had it by a stamp; Farmer and he parted from Farmer took it but gave it back meeting him no badge on that night; Ludlow sat on a



## The "Confederate"

MOUNT FOREST, NOV. 14, 1872.

### The Coming Municipal Elections.

The Municipal elections about to take place throughout Ontario, (if the services of the *Mail* be taken,) will be the hardest struggle that has been had for many years. The *Mail* has time and again, advised the Conservative party to organize, for the purpose of securing every municipal office that can be possibly obtained, and, this with a view of obtaining more weight in the next parliamentary election. We have conversed with strong Conservatives on the subject thus tendered, and without an exception such tactics have been denounced. It will be a disastrous day for Ontario, when party politics are made the leading features in Municipal elections, and we hope that day is far distant. These elections in many places are carried out

with much warmth of feeling, the effect of local jealousies, but when the contest is over, these feelings are generally buried, and the elected parties work for the common good. This would be altogether different, shouldn't politics be the main feature of a municipal contest. Early spirit would be at work during the whole year, strife, bickering and jealousy would be the result, corruption and bribery would naturally be on the increase.

What we would ask, does the *Mail* expect to gain for its party, by advising such a course? Can it be supposed that the Reform party will look on quietly and witness these factions, organizations moulded, without endeavouring to counteract their effect? We know not. The party that has carried on the late elections with such a success in Ontario, though not wishful or desirous to introduce this political strife into municipal contests, will not we are confident, look

on with indifference at these preparations. Our advice therefore would be, for both Conservatives as well as Reformers, to frown down every attempt at such a course, as has been recommended by the would be moulders of public opinion in Ontario.

### The Ripples Increasing.

Since we noticed the action taken with regard to the formation of new counties in this section, the ripple has increased and spread until the waters are now troubled on every hand. Notices of Bills to be introduced, at the next sitting of the Legislature of Ontario, have been published all around us; making the following towns and villages the central points:—Orangerville, Collingwood, Durham, Arthur, Harriston, Listowel and

### The Presidential Election.

The contest on the other side of the line has closed, and to all intents and purposes U. S. Grant, is elected to fill the chair of the chief magistrate for another four years. The election passed off very quietly, with the exception of one or two places, Grant having a large majority. Mr. Greeley has issued a card in which he announces his resumption of the editorial chair of the *Tribune*. He also says he will never be a candidate again for public office, but will devote his best energies to make that paper, a power for good among the American nation.

### Railway Progress.

Messrs. Mackenzie & Co. inform us that the track laying on their end of the line of the T. G. & B. Railway, from

Owen Sound, southward, is progressing very fast. They expect if the weather is at all favorable, to connect with Mr. Shanly's section of the line, before winter sets in. The Harriston branch is also progressing as well as could be expected, considering the broken weather. The road is all opened through, and about half the distance is graded; the other portion being also well advanced.

Messrs. Mackenzie & Co., have also commenced work between Harriston and Gorrie; they have a gang of twenty or twenty-five men with twelve horses at work near Wroxeter. It will thus be seen that work on both of these branches, is being pushed on with vigor, and that Owen Sound in the north, with Harriston and Wroxeter in the west, will soon be in direct railway communication with the metropolis of Ontario.

### More Notices.

We notice that the past week, has added two more aspirants for new county honors, one for a junior county to be attached to the county of Wellington, with a registry office at Listowel; and the other for a senior county with Arthur as the county town. The following are the notices:

Notice is hereby given that application will be made at the next session of the Legislative Assembly of Ontario, for an act to incorporate the townships of Mornington, Elma and Wallace and the village of Listowel, in the county of Perth; the townships of Grey and Howick, in the county of Huron, and Maryborough, in the county of Wellington, into a junior county to be called the county of Maitland, and attached to the county of Wellington, for municipal and judicial purposes, with a registry office in the village of Listowel, for said junior county.

Notice is hereby given, that application will be made at the next session of the Legislative Assembly of Ontario, to incorporate the municipalities of Minty, Arthur, Maryborough, Peel, West Garafraxa, Luther, and the villages of Mount Forest and Arthur, into a new county for municipal and judicial purposes, with Arthur as the county town.

The Ontario Legislature is expected

### Magistracy

A sitting of the on Saturday, in Fergusonton, Ste. son, W. H. Ryer, occupying his bed with

TOWNSHIP OF late Clerk.—It by the Reeve o the defendant i of certain books the Township for complainant defendant. Cha be no follows: employment o us Clerk, and a disagreement t Clerk was ap

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## QUEEN vs. WILLIAM BURLOW.

This case is known as the "Arthur" shooting case, and occurred at Arthur station on 12th July last. We give the evidence only that appears to us to bear directly on the case. Mr. Brewster and Mr. M. Cameron appeared for the prisoner and Mr. E. B. Wood and Mr. Peterson for the Crown. Considerable time was consumed in obtaining a jury as both the defence and the prosecution exercised the right of challenge freely, and one juror was excused excepting on account of a felon on his finger, which was extremely painful. Nearly thirty witnesses were called by the Crown and over a dozen for the defence, in order to be sent out of court until wanted, and twenty presented themselves presenting formidable array as they stood in a row waiting instructions.

John Milroy, surveyor, was called to produce a diagram of the scene of the alleged murder, and to fix the distances between the points referred to in the evidence, and give other particulars.

Thomas Spratt, deposed that he was a conductor on the Toronto, Grey and Bruce Railway, had charge of the train on the night in July last; remembered shunting the train and going back about four miles with the engine to extinguish some burning wood, and proceeded to water and wood up. A stranger passing complained of a stick falling on him, and the baggageman Andrew White reported that he had no business there and the two came to high words, the stranger pointing to "the same man on the train"; he passed on in a westerly direction, and the engine backed on the main line to stanch the waiting cars and witness observed a party jump from the south side of the track to the flat car, and seize the brakesman Campbell; witness ordered him to let go, and he left, and immediately afterwards he heard two reports coming from the south side of the track; he observed the bell cord pulling heavily, when he jumped on the post office car, climbed over the baggage car, and saw a deceased bleeding from the mouth; some man was holding him; could not say on which side of the cattle-guard the train was when the shot were fired.

Andrew White, being sworn deposed that he was a baggageman, and on the night of the 12th of July last he was helping to wood up the train at Arthur station, when a party came along and swore at himself and his companion for letting a stick fall on him and witness told him he had no business there, witness went over to where the train was standing and coupled the cars; immediately after the train began to move a man jumped on the flat car and collided Campbell the brakesman, he was dressed in dark clothes and wore a rosette in his breast; witness went to Campbell's assistance as did also the conductor; witness described the throwing of the wood and the firing of shots similar to the manner of the previous witness; thought the report came from the left-hand side of the yard the shots were fired on the company's grounds.

To Mr. Cameron—could not recognize either of the parties with whom we had the trouble do not recollect saying anything when I threw off the stick.

J. S. Ledia depoyned that he was on the train on the night of the 12th of July; had charge of the post office car; corroborated the testimony of previous witnesses as to the alteration of Arthur station Geo' Ludlow, abusing the trainmen; saw him following the brakemen; after starting a few moments he saw the conductor rustling past him first, looked out and saw a man on the flat car with his hand on Campbell's breast, the conductor got on the car and the man disappeared; witness looked out of the south side of his car, and saw a man in a stooped position, as if he lit from a jump; he wheeled about, started out his arm and said, "you b---- take that!" witness saw a flash and stepped back, when he heard a second report; it was the report of a pistol; had not passed the company's fence until after the second report; was afraid to go to the door again; the man had a dark hat, and long hair.

Dr. John McLean said that he had made the examination of the deceased, and found in the deceased's left breast bullet wound sufficient to cause death.

Edward Lyon testified that he was coming from Arthur with David Hunter on the afternoon of the 12th of July, last, going to Arthur station; stopped at Arthur and had supper at Rawlins' Hotel said to witness "there is a gun outside;" went out and while standing on the platform saw a hand and heard a gun; started, naked, across the platform and ran into the bushes, about twenty feet away from the station, and remained buried till morning.

He became trouble; prisoner took his pistol and laid it on a stump; Farmer and he returned for it, Farmer took it but gave it back; had no badge on that night; Ladlow laid on a large log; witness recognized one of the pistols as his.

The cross-examination of this witness was very exhaustive and severe, but did not shake his testimony materially. His Lordship informed the jury to stand on for the night, it being then eight o'clock, and the Court adjourned.

This closed the case for the Crown.

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by Hon. E. B. Wood on behalf of the Crown.

His Lordship next summed up—a work of no ordinary proportions, owing to the great mass and conflicting character of the evidence which had been adduced. The jury retired, and in about an hour the jury returned with verdict of "not guilty;" the prisoner was immediately discharged, and upon passing into the vestibule of the Court room was seized by his dearest friends, who bare him on their shoulders from the Court room and gave him a hearty welcome on leaving the sidewalk.

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Nov. 11.  
Falconbridge vs. Cross—Action of eject  
ment. No defence. Verdict for plff. Mr.  
Justice for plff.

## Toronto Grey &amp; Bruce Railway.

## TRAFFIC STATEMENT.

The following is a statement of the traffic of the above railway during the month ending 31st October. The section of road for which the figures given were the same in both years, viz.: that between Toronto and Mount Forest. The freight traffic may be expected to be much greater this month than last, as the greater portion of the season's crop will no doubt be sent down this month:

	EXCISES.
Passenger.....	\$ 5,574 72
Freight and live stock.....	10,786 00
Total.....	\$16,360 72
Total receipts corresponding month 1871.....	7,519 00
Increase.....	\$ 8,841 72

## DESCRIPTION OF FREIGHT CARRIED.

Number of bushels wheat and corn.....	17,200
" oats and barley.....	21,474
" peas and脉.....	5,50
" ears of lumber.....	117
" cords of wood.....	3,915
" barrels of flour.....	6,417
" head of live stock.....	1,920

**THE FARM AND FIRESIDE JOURNAL.**—This journal is a marked exception to all low-priced periodicals, from the fact that it is a model of typographical elegance, and is printed on beautiful, lined paper. The contents are not only popular and interesting, but highly instructive, and thoroughly accurate, and the whole appearance of the journal is calculated to promote the desire for knowledge as well as to aid in furnishing information. It is published at the exceedingly low price of fifty cents a year, and should be in the hands of every one. Send for a free specimen number to *The Farm and Fireside Journal*, 103 E. 16th St., New York.

**BILLY DODGE IN NEW YORK.**—It has been mentioned that nearly a year ago Father Dodge entered the house of a lady at Grand Falls, N. B., who had renounced what she considered the errors of Popery, and, in asking to receive her Bible-thrust it into the fire. It was also stated, that redress was to be sought at the hands of the law for the regrettable outrage. It now appears that on the day before the trial was to come off Father Dodge's adviser proposed an offer of adjustment of the case on payment of the necessary expenses, and the confession that Father Dodge being lately from France was ignorant of the laws of this country on the subject of toleration, liberty of conscience and perfect freedom of thought.—The case was tried, and

# SUN, ORANGEVILLE, ONTARIO, THURSDAY MORN

with Durham as County Town.

MATLAND to include the Municipalities of Morrisburg, Maryboro, Wallace, Listowel, Elms, Grey and Howick, with Listowel as County Town.

MUSKOCA, the District of Muskoka, and adjoining unorganized Territory.

EAST MIDDLESEX to consist of the Townships of Adelaide, Caradoc, Ekfrid, Moss, Metcalfe, the Town of Strathroy, and the Village of Wardville, with Strathroy as County Town.

ARTHLUB to comprise the Townships of Glute, Arthur, Maryboro, Peel, West Garafraxa, Luther, and the Villages of Mount Forest and Arthur, with Arthur as County Town.

## REASONING AGAINST FACTS.

There are very few who have the courage to admit at first, and then seriously reason against it, but our contemporary at *The Star* considers himself quite equal to the undertaking. In his issue of last week he admits that the "highly-taxed ratepayers of Mono" have, by their votes at the polls, expressed themselves in favor of their township being included in the proposed County of Dufferin; and on and a name." Without something of this kind, Alliston may well be content if it retains its position as a postal village.

## Correspondence.

### RAILWAY CELEBRATION AT BURLINBURNE.

To the Editor of the Sun:

DEAR SIR.—Knowing the interest that you take in the country generally, and particularly in Melancthon, Mulmur, and Amaranth, I send you a synopsis of the proceedings at an entertainment given by the citizens of Sholburne to the contractors and employees of the T. G. & B. Railway, and the inhabitants of the vicinity, on the 30th of October. Supper was served at Mr. Jolley's Hotel, and after all had done ample justice to the good things provided by the host and hostess, Mr. Robert McGhee, Reefs of Melancthon, was called to the chair, and in a brilliant and enthusiastic address stated that the object of the meeting was to celebrate the entrance of the first locomotive into this part of the civilized community. W. Airth Esq., P.P., Hornings Mills, was introduced by our worthy chairman, and made an able and fluent speech regarding the prosperity of the country, and manifested exquisite delight to see that, after many long years of hard toil in this new country, he was now able to have immediate communication with the principal cities and towns of this vast, free, and prosperous Division. Mr. Neuman, railway contractor, was next called upon, who interested the company with a few, but well chosen remarks. Dr. Barr, of Hornings Mills, was then introduced, and, with his good nature and easy flow of language, gave a most enthusiastic speech regarding the progress of the country generally, and of the proper seat for the county town, which is now being agitated by the ratepayers of the several townships adjacent to this place. Mr. Teal, locomotive inspector, was next introduced, who spoke very highly of the good condition in which he finds the road. Mr. Conner, railway contractor, being next called upon, assured the company that he and his comrades would do their utmost to complete the road as soon as possible, and to the satisfaction of all concerned. Mr. S. Jolley also made an able and eloquent speech respecting the great advantages the narrow gauge has over the Grand Trunk and other railways. Mr. Thompson, representative of the Narrow Gauge Company, also gave an interesting account of the progress of this road. Mr. Sleight, holm was next called upon, who, in a few choice words, expressed his ideas respecting the narrow gauge railway, in Canada. Mr. Wright next spoke for a few minutes, to the great amusement

of all, showing that by opening up this country (known formerly by him as froces Melancthon) many homes might yet be made for emigrants from the mother-country, and advised the natives to remain in Ontario, and by no means to go to the States where railroads are generally paid in bogus money. Mr. Wm. Jolley, proprietor, was next called to the floor, and stated that he thought there were 15,000 or 20,000 bushels of wheat annually passing through this section of country. He spoke of the gentlemanly manner in which the natives, contractors, and conductors behaved during the past year. Thus ended the speeches, which were all interspersed by most appropriate songs from Messrs. Hilda, Carr, and others. A vote of thanks was then given to the host and hostess, chairman, inspector of railways, &c., after which all dispersed, feeling perfectly satisfied with the evening's entertainment.

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## News of the Week.

### CANADA.

The cigar-makers of Toronto are out strike. An understanding is not

GRANT being re-elected, Secretary Fish will probably retire from the Cabinet, and take the English mission in case he wishes it. Harlan, of the Treasury, is named as his successor, in which case Grant's policy will be bold and aggressive as the most effective means of keeping himself in office for another term. That the San Domingo project will be renewed may be assumed as certain, and also that the cautious foreign policy of Secretary Fish will not be pursued. It is also said that the annexation of the Rio Grande has been under discussion at the headquarters, and is warmly urged by some of the most influential rings connected with the Government.

A CASE OF PRISON instead of wedding occurred on Monday. A prominent liquor dealer named Patrick O'Neill, of the Fourth Ward of New York, worth over £100,000, announced a week ago his intention of being married Monday evening to an estimable lady. He made arrangements for the ceremony with the pastor of St. James's Church, and gave invitations to all the prominent residents of the ward. He began drinking very heartily on Friday, and Monday morning was arrested, suffering from delirium tremens. He fancied himself President of the United States, and demanded his instant release. Justice Dowling, who was sitting at the Tombs, sent him on the island for two months.

MARRYING IN HASTE.—A wedding transpired in this town on Tuesday last of a rather sensational character. Rev. H. M. Kuck united in holy wedlock Mr. T. A. Matthews and Mrs. Sarah E. Shockley, in a two horse carriage on Market street, in front of the public buildings. The bridegroom informed the officiating minister that they had a long distance to go, and it was necessary to be expeditious. The minister then suggested that the wedding take place in the carriage, and he then set his basket on the pavement, while Mr. M. unloosed the hitching strap and got in, so that he might be tied while the horses were unloaded. The parties were married in a sitting posture, because the carriage was too low to stand up in, then they were a little cramped for room by the presence of three bright-eyed children. The passenger scarcely gave the carriage or the minister a momentary glance, thinking, of course, that they were friends who had met and were conversing together in a quiet way. Some suspicion might, it is true, had they observed that the gentleman was grasping the hand of the lady, and that they were both looking rather pensively upon the minister in the street. Soon after the ceremony was over, the prancing steeds rushed through the town, bearing with them, it is to be hoped, a happy and loving pair.—*Clermont, Ohio, Courier.*

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their constituencies that if one on, and the pretty surety, and the published at Fergus, has been discontinued, and the plant removed to Elora where a new paper will be issued under the title of *The News*. *The Express*, though nominally Conservative, was in reality a Reform journal.

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TRACKLAYING on the Toronto, Grey & Bruce Railway was completed as far as Dundalk on Tuesday. A locomotive arrived at the station in the evening, amidst the cheers of the inhabitants. The track will be laid to Flesherton about the 5th of December.

LARGE POTATOES.—We have been shown eight potatoes of the Garnet Chili variety, grown on the farm of Mr. A. W. Hougham, West Mono, which weigh 16½ lbs, or over two pounds each! After this let the "mumpies" raised at Brantford, Guelph, Owen Sound, and Mount Forest hide their diminutive heads.

ST. ANDREW'S SOCIETY.—As already announced in the *Syn*, the members of this Society purpose celebrating the anniversary of Scotland's patron saint, at Mr. Currie's Hotel, Camilla, on Friday, the 29th inst., by a dinner and ball.—Tickets may be had at Mr. Currie's store; Camilla; Mr. J. Wilson's, Mono Centre; and Mr. A. McGovern's store, Orangeville and of Mr. F. G. Danbar at Mr. Pattullo's law office, Orangeville.

RAILWAY FROM PAISLEY TO OWEN SOUND.—The directors of the Wellington, Grey & Bruce Railway are now in favor of taking up the scheme of constructing a railway from Paisley to Owen Sound, if proper encouragement is afforded by the municipalities, and in order to ascertain the practicability of the route, propose to make a preliminary survey immediately, if the municipalities will bear half the expense.

MAGISTRATES' COURT.—Mr. Thomas Henry, of Orangeville, having been charged with stealing some sheep from Mr. Thomas McGouldrick, of Caledon, the master was tried before Justices Stubbs, Harris, Jull and McKeown, at Charleston on Tuesday, when the defendant was acquitted of the charge of having stolen the sheep or committed any offence. Mr. J. Pattullo appeared for the prosecutor, and Mr. J. H. Doyle for the defendant.

COLLISION.—Two freight trains loaded with hogs and general goods collided on the Grand Trunk Railway on Saturday, creating terrible havoc among the passenger fraternity, and completely demolishing the engines, tenders and cars. The conductors, drivers, firemen and brakemen on both trains escaped without injury by jumping from the cars. The track was obstructed till Sunday, delaying trains on the Toronto, Grey & Bruce Railway, which runs over this portion of the Grand Trunk Line, eight hours.

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in such a case, would baffle the "bottom out" of their scheme before they had their wishes consummated. Such stealthy, arbitrary, under-handed proceedings are most reprehensible, especially in "representative men," and we would remind these would-be autocrats that there are respectable ratepayers, who do not spend their evenings around the bar-rooms and stores, and whose taste and judgment perhaps may not quite equal that of their more arrogant fellow citizens, but who ought at least to have the privilege of voting ~~yes~~ or ~~no~~ to such acts as concern the whole community. Judging from the antecedent acts of our aspirants to office, (unless they are snubbed as they deserve to be,) a municipal autocracy is in store for the people of Ainsleyville.

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### Wroxeter.

[George EVEL, Wroxeter, agent for the Exeter & Porlock Newspaper and Job Printing Office.]

MUSICAL AND LITERARY.—An entertainment on the same plan as the one given last April, is to be held in the school-room, next Wednesday evening. Admission, 20 cents; children 10 cents. Doors open at 6 o'clock p. m.; the entertainment will commence at 7 o'clock.

### Howick.

CONTRACT FOR TIES LET.—Mr. Thomas Miller, of Howick, has received the subcontract for finishing the ties of the Toronto, Grey and Bruce Railway through Howick. The number contracted for is 20,000.

GREY BRANCH NEARLY FINISHED.—Mr. McKenzie, the contractor for the work on this section of the Toronto road, visited Howick during the present week, and said that he expected to have the rails laid on the branch through the County of Grey to Owen Sound in a few days, after which he will devote his whole attention to the work on our branch.

### Clinton.

DEAN EXPOSITOR.—As the end of the year is drawing near the question of who are to form our next Council attracts a good deal of attention. It is to be hoped that Mr. Farran will consent to stand again as Reeve, as it would be difficult to find a fitter man, all things considered. A certain M. J. D., who has but recently up his residence among us, is, I hear, an aspirant for the Reevership, but the system of electing untried men to

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Lambert des Allees, the magistrate to whom the examination of the case had been entrusted, did not relinquish the pursuit; by dint of reflection, patience, and inquiries he ended by discovering at Lyons a who who, having an interest in the crime, was in his opinion the criminal. He sent for him to Paris, and there forced him, though there was no witness, to confess the crime.

FACTS.—No disclosures have been made in San Francisco of the extraordinary swindle perpetrated by the pretended discoveries of diamond fields in Arizona. One of the parties concerned, who appears willing to make a clean breast of the affair, has given particulars of the systematic plan pursued to gull the capitalists. The purchase of diamonds in Europe for the purpose of strewing them among the sands of Arizona is indeed an extraordinary example of the elaborate methods by which modern frauds are conducted, by which the well-known dodge of bringing gold dust from a gas into the ground, in order to "salt" a claim which it is desired to sell, dwindles into complete insignificance.

Track-laying is being vigorously pushed, on the Grey extension of the T. G. & B. Railway. On Saturday last, Mr. Shadley, the contractor, had the track laid as far as Flamberton. At the Queen Sound end Meemra, MacKenzies & Co. have now nearly completed 29 miles of track-laying, and by Christmas a junction will be made, and Toronto and Owen Sound be united by rail.

BAZZAR.—The Ladies of the Wesleyan Methodist Church here intend holding a Bazaar next Thursday and Friday in J. W. Frost's Stone Block, No. 2, at which will be offered for sale, a large number of well selected articles, suitable for Christmas presents, in addition to the Fancy Work usual on such occasion. A Refreshment table will also be in operation during the continuance of the Bazaar, hungry mortals can satisfy themselves for the small sum of twenty-five cents. Look out for the Big Flag!

POSTPONEMENT.—The Auction Sale of Household Furniture, etc., the property of Mr. Jas. Seager, advertised in our last week's issue to take place on Monday last, has been postponed until Saturday next, at 1 o'clock p.m. Sale will take place in Mr. Jacob Spear's new Brick Store, Union Street.

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is agination. Next he measures me with  
n his own yard stick and concludes I am  
g pursuing the same phantom as himself;  
y namely, notoriety. Men who have al-  
y ready become notorious for possessing an  
n inordinate love of that commodity  
g should keep quiet. As for the main  
y point it is not my intention to retract  
n one iota from what I have already stated,  
d and Mr. Leckie's asserting they are mali-  
cious falsehoods does not by any means  
y prove they are so, in fact he partially  
n admits the truth of them by the very ex-  
d usable word "impromptu." I would  
r here state that neither malice nor love  
t of notoriety prompted the article in  
s question, but a desire to correct the very  
at informal method in which such business  
of is sometimes conducted here. Before  
c closing I would suggest to your corre-  
spondent in future to be less economical  
r of truth and more economical of language  
t when he attempts to make use of print-  
ers' ink.

r In order to escape that notoriety of  
t which Mr. Leckie claims I am desirous,  
n allow me to subscribe. VERITAS.

Ainsleyville, Dec. 16, 1872

—Two sub-contractors on the section  
of the Toronto, Grey and Bruce Rail-  
way through the township of Howick  
left, a few days ago for parts unknown,  
and took with them about \$2,800. of  
their employers' money, besides leaving  
their hands unpaid.

—The farmers of the townships of  
Huron and Incardine, in the County of  
Bruce, have entered into a combination  
to hold back their produce from market,  
with the view of raising the price to a  
figure in keeping with the wages paid to  
laborers and mechanics of every class.

—A large black bear, weighing 300  
pounds, was killed in the township of  
Olden, County of Lanark, near the town  
of Perth, a few days ago. He was ship-  
ped to Odgeilsburg, U. S., by his captor,  
there to be boiled down. Quite a num-  
ber of these animals have been killed in  
the same neighborhood this season.

HE

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