

# Owen Sound Advertiser

Owen Sound, January 2, 1873.

## MAGS MEETING.

The main meeting held in the Town Hall on Monday night last was largely attended. George Miller, Mag. H. V., was elected to the chair, and opened the meeting by calling upon Mr. Wm. Miller to take the chair.

Owing to a want of space we are unable to give a full report of the proceedings. The speakers were Messrs. William Miller, John Crozier, J. W. Frost, S. J. Lane, Charles McFarlane, A. M. Stephens, Thomas Scott, R. J. Doyle, Dr. C. Barabell, S. J. Parker and John Crittenden.

Mr. William Miller was first called in the platform. He proceeded to state his reasons

for opposing Mr. Lane, which were entirely owing to his difference of opinion regarding public works, and not at all so far as private

accounts. He explained the matter of taking

away the marsh, and showed how it would

be a great expense to other railways and

manufacturing companies from running here.

He then spoke of the marsh being given away,

and showed how it could not have been given away without the knowledge

of the Mayor and Reeve. He spoke in

reference to the marsh being given away by Mr. A. M. Stephens, explaining that Mr. Stephens had no information, and said Mr. Scott had afterwards

torn around and kicked the foot that kicked him. He explained how Mr. Lane's

connection as Director of the T. G. & B. Co. would interfere with him in his work

for the W. G. & R. Co. in the interests of

their road to this town. He wished to see

the town prosper, and hoped the ratepayers

would look to the interests of the town

in choosing their representatives.

Mr. John Crozier said he opposed Mr.

Lane as public treasurer, the principal one

being the deciding away of a valuable pro-

perty contrary to the wishes of the people.

He then spoke of giving the bondholders

the property, the date of the Orders in

Council passed for the reservation of the

marsh to the township of Sydenham,

and Mr. Lane's opposition to the same, and

on the matter, he then gave the Order in

Council passed in 1859 granting the location

of the marsh to the town, and showed that

was the position the marsh land had occupied from 1859 to 1865. Mr. Lane's position

for a great part of the time was with the

Company, not reserving a foot of it for

harbor improvements. He then proceeded

to give a list of the applications that had

been made for the marsh, and read out

various letters from Mr. Thorne, in support

of an application for a grant of the

marsh to Colonial Clerk of New York, and

in support of their application made by the

Toronto, Grey and Bruce Railway Com-

pany. He then read all the documents in

connection with the grant to the Company,

and said the question before the electors was

very clearly put before them "who" was

responsible in giving the grant to the Company.

The Council had been responsible for

damages if they did not complete the con-

tract by the 20th of February next, ac-

cording to agreement, and if they were pre-

pared to take all the advantages they could

in doing so, should make them fulfil their

agreement with us."

Mr. J. W. Frost said he believed Owen

Sound would yet become a place of com-

mercial importance, and the harbor would

be rendered safe and making it a port.

But it had been given away to the east

to the river front, and we have thereby lost

control of our harbor to a great extent. He

explained that the Harbor had yielded the

losses as incurred during the last year,

but now the Railways Company were levying

rates as well as we if they improve the

harbor. He explained the course he had

pursued in reference to Mr. Lane's motion,

and the one-sided nature of Mr. Lane's bid

whenever the question of harbor im-

provement came up. He spoke in reference

to Mr. Scott's conduct, and of Mr. Stephens

trying to intimidate the ratepayers at the

meeting, and of Mr. Lane's conduct who

opposed Mr. Lane would not have known

it. He then charged Stephens

against him had not been proven, and he

believed he was to be excused on ac-

count of old age, McFarlane, and for

other purposes. He said he had supported

the Toronto, Grey and Bruce road from the

first, and he hoped the ratepayers would at

least give him credit for being honest in

his conduct, and that he had been compelled to

do what he did.

Mr. Scott tried to justify himself in taking

the course he had, and tried to introduce

politics into the contest, which the ratepayers

then expressed their disapproval of.

Mr. Doyle explained that he had advised

the appointment of a delegation to go to

Toronto and confer with the Company in

reference to the harbor, and that had his

representatives been unable to do so, he

had not occurred. He denied Mr. McFarlane's

attempt to prove what he had said in reference to

him, and said he would support any other

road we could get.

The other speakers were all with the

exception of Mr. John Crittenden, fond of

their denunciation of Mr. Lane's conduct.

A vote of thanks was tendered to the chair-

men, and at a late hour the meeting broke

up.

## THE BUTCHERS' MARKET.

The butchers of Owen Sound are certainly

an enterprising lot of men, and are deserving

of the highest commendation.

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### Fullarton.

MUNICIPAL ELECTION.—In this township the contest was somewhat keen, resulting in the return of Richard Francis as Deputy Reeve, and for Councilors, Messrs. Michael Arbagost, Nicholas Knach, and Francis Stanleven. We think the Fullartonians fortunate in the choice of independent, upright men as Councilors, and with Mr. W. Davidson as Reeve, the interests of the tax-payers will be strictly guarded.

### Wroxeter.

SOIREE.—A soiree was held on the evening of Dec. 30, in the Wesleyan Methodist Chapel. Mr. James Thompson occupied the chair. Speeches were delivered by Rev. Messrs. Snider and Brown, of Wroxeter, and Watson, of Simcoe. Proceeds, over \$10, being in aid of building fund.

FREIGHT.—There is quite an accumulation of freight at Clifford, the want being locomotives more than cars. Trains have been very irregular during the storm.

CONTRACT.—Mr. Robertson, Hartleyton, has got the contract for the section from Wroxeter to Teeswater, of the Toronto, Grey and Bruce Railway, to be finished by the 1st of November.

### Kippen.

LECTURE.—A lecture was delivered in the Presbyterian Church, Kippen, on Wednesday evening last, by Rev. Mr. McNaughton. The subject of the lecture was the "Far West." The lecture was a very interesting one, and the audience large. The lecturer, four years engaged in missionary labor in the country which formed the subject of his lecture

CONGREGATIONAL MEETING.—A meeting of the Kippen Presbyterian congregation will be held at the church, on Monday next, at two o'clock. In addition to other business, we believe the congregation will decide whether they shall or shall not, at the present time, give a call to another minister.

PERSONAL.—We regret to learn that the second son of Mr. Mellus, Postmaster, Kippen, is seriously ill but faint hopes are entertained of his recovery.

### Okanbrook.

LECTURE.—Mr. McLachlan will deliver his popular lecture on "Canadian Institutions" in the Presbyterian Church

then retired, and C. M. Cooper, returning Officer, ex-officio, stated to the meeting that as the village was now incorporated, and part of the Union Section lay within the corporation, they were required to elect a Board of six trustees. After a good deal of discussion on the subject, the following persons were elected : J. W. Kerr, W. G. Hingston, A. Muir, John Broadfoot, J. N. Knechtel, W. R. Wilson. The Board then met and elected J. W. Kerr, Chairman ; A. Muir, Secretary, and J. N. Knechtel, Treasurer. All the former teachers have been re-appointed, with an increase of salary of \$20 each per annum.

BUSINESS CHANGE.—The firm of Muir & McLauchlan, grocers and druggists, have dissolved partnership. A. Muir will still carry on the business at his old stand.

### Grey.

ELECTIONS.—The following is the result of the elections in Grey, with the number of votes polled for each candidate: Deputy Reeve—S. Slemmon, 222 ; Thomas Strachan, 190. Councilors—Lewis McDonald, 296 ; T. Williamson, 252 ; Lawrence Dotson, 197. ; Wm. Elliott, 185. A. Turnbull, 92.

### Teeswater.

A PROSPEROUS FUTURE.—The fair opportunity which Walkerton had is passing over to Teeswater. Culross is to be the banner Township of the County of Bruce. They may pay taxes, but they have something to show for it. A terminus, and direct communication with Toronto, is not the lot of any other Township in the County. While the Council of Walkerton were squabbling over petty jobs, Teeswater carried off the prize for Culross. They will be moving the County Town up there some time.—Walkerton Telescope.

### A Farmer's Talk About the Market Fees.

To the Editor of the Huron Expositor.

Will you favor me with space in the EXPOSITOR, to make a few remarks on market fee subject. In the first place, I must remark that the ratepayers of Seaford acted honorably and just in voting against charging market fees. They have made the first move in regard to free trade. This is a free country, then the farming part of the population requires free trade with the neighboring towns or villages, and the country at large requires free trade with the neighboring States. We blame the Am-

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T. G. & B. RAILWAY.

THE TORONTO, GREY AND BRUCE RAILWAY has been in operation long enough to enable those who use it to form some definite opinion of its capacity and future prospects. When its construction, on the narrow gauge principle, was first proposed, very different opinions were entertained respecting its ultimate success. It was not argued by any one that the narrow was superior to the wider gauge, but it was shown to be more economical, and as the country to be served by the road was comparatively new the question of economy was deemed of paramount importance. These opinions prevailed over every other consideration, and the construction of the road on the narrow gauge principle was accordingly undertaken.

With regard to the cost of construction, experience has fully proved that a road can be built and equipped much cheaper on the narrow than on the broad gauge, and that, under many circumstances, it would answer the purpose intended; but experience has also shown that a narrow gauge road is inadequate to accommodate a large and increasing traffic.

This is very evident from the working of the Toronto, Grey and Bruce Railway. All along the line produce and merchandise have accumulated until a complete jam has been created, and not only the road but the management seem hopelessly incapable of getting over the difficulty.

The supply of rolling stock is altogether insufficient, while the engines are too few in number, and the curves which they have to turn too sharp, and the gradients too steep, to admit of their power being employed to good advantage.

In consequence of all this inability to overtake the traffic of the country merchants have to suffer great inconvenience and loss. Their granaries are overflowing; they are unable to find storage for the immense amount of produce daily coming into market; and as a natural result, the farmers, deterred from coming into the villages along the line, are going in other directions where they are sure of finding ready markets.

Now, whether such a state of things as we have described could be avoided or not, is a question for the managers of the road to decide; but we certainly think that the country which liberally subsidized the undertaking had just cause to complain of the inadequate accommodation afforded it. We are not disposed to hold fault with the road or the management, if it were possible to avoid it; for we are aware that the construction of the line has been a great boon to the country, and that the amount of grain to be carried over the road is vastly greater than was contemplated when the road was first built, and all this ought, to a very great extent, to exonerate the directors from blame; but one thing, we think, might be remedied by the management; enough rolling stock might be supplied to move the grain of the country, whatever might be the size of cordwood and other heavy products seeking shipment. With respect to cordwood an immense amount of it is coming in, so that acres and acres of ground in the stations are covered with this indispensible article; but when and how it will ever get to market we are utterly at a loss to determine.

Linder these circumstances we imagine it would pay the directors of the Toronto, Grey, and Bruce Railway to improve their road and increase their rolling stock and locomotive power to such an extent as would meet the pressing requirements of the country and the traffic offering. If they fail in this, complaints will not only be loud and frequent, but the people will endeavor to secure the needed accommodation by favoring and supporting the construction of another railway through this rich and populous section of Ontario.

THE Custom House officials of St. John, N. B., have placed an embargo upon certain disreputable periodicals published in and imported from the United States, prominent among which are the "Day's Doings" and "Police Gazette."

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were award. The Council then adjourned to meet again at McArthur's Tavern, on the 25th of Feb., at the usual hour.

## IMPERIAL PARLIAMENT.

### NOTICES OF IMPORTANT BILLS.

London, Feb. 7.—In the House of Commons yesterday notice was given of the introduction of Bills providing for the abolition of capital punishment, looking to the establishment of protectorate over the Feroe Islands, providing that all treaties made between Great Britain and foreign powers must receive the ratification of Parliament, legalizing marriage with a deceased wife's sister, and providing for the purchase of the English railways by the Government. Today Mr. Jacob Bright introduced a Bill to remove electoral disabilities from women.

In the House of Lords this evening Earl Carnarvon inquired whether there was any convention with Spain by which the officers and crew of the Murillo might be held to answer for the disaster to the emigrant-ship, the Northesk.

Lord Roseberry wanted to know what had occurred to prevent the completion of the treaty with the United States, supplementary to the Treaty of Washington.

Earl Granville stated that the Treaty was now in process of negotiation with the United States, based on the proposals made by the American Government last year. The Presidential election and other circumstances had delayed the prosecution of the negotiations until recently. The terms of a treaty were once agreed to, but the American Senate adjourned without ratifying them.

At all the Stations along the line of the Wellington, Grey & Bruce Railway produce is accumulating, and the number of cars furnished by the Company is altogether inadequate for the work to be performed. The store houses here are filled to overflowing, and every available place has been used for the storing of grain. Some buyers have had to stop purchasing for want of room. At Port Elgin it is said that about 130,000 bushels of wheat have been stored, and there is no room for more; even churches have been used for granaries.

At Walkerton molters are quite as unsatisfactory as here, and grain buyers have petitioned the County Council, asking that enquiry be made as to the reason of the Railway company furnishing such limited accommodations, while the people speak of applying to the T. G. & B. Railway Company for an extension of that line to Walkerton. The scarcity of cars is, however, complained of elsewhere, as Seaford has seven hundred car loads of freight awaiting shipment at that station. W. G. & B. Railway is but a new line, and the fertility of our country is not sufficiently understood, but it must be remembered that crops this year have been very good, and it is certainly much better to have our storehouses filled with abundance than to have them half empty. The rails complained of will no doubt be of short duration. Larger store-houses will be built before another year, and the interest of the Company will be sufficient to make the supply of cars ample for the traffic on the line. It should not be forgotten that drifts and snow storms have hindered the working of the road, and that the company has spared neither labor nor expense in keeping the line open.—*Freight Advocate.*

Good Rules to Animals.—An exchange says: The articles of the Society for the Protection of Animals should be as follows: "To stop the beating of animals, over driving, under feeding, driving, pulling

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We have not been able to learn who they belonged to.

### Stanley.

**STALLIONS SOLD.**—We learn that last week Mr. William Peck, of Stanley, sold his fine heavy draft and general purpose stallions to a farmer in the township of Hibbert, near Carronbrook. The price paid for the two horses was, we believe, \$3,600. While we regret to note the departure from this County of such valuable stock, we are glad to learn that their services will not be entirely lost to the County, as we believe it is the intention of the purchaser to travel one, if not both, through a section of Huron during the coming season.

### Turnberry.

**NEW SCHOOL HOUSES.**—The school sections of this township having been remodeled, there will be quite a number of school houses erected during the coming summer. Some of the sections, however, desiring to be economical, seem inclined to put off building new houses for a few years, as they think the old ones will do. Another reason, probably, would be the very high taxes they have been paying this year, and these, they think, will be much increased, if they have new school houses to pay for, as well as their railways.

**TEACHERS' ASSOCIATION.**—The teachers of Bluelake and vicinity have commenced an Association for mutual improvement. They hold their meetings every Saturday. Bluelake is rather noted for the number of pedagogues visiting it every Saturday. Some literary attraction, probably!

**RIGHT OF WAY.**—The Toronto, Grey and Bruce have been working for several weeks on that part of their branch between Wroxeter and Toeswater. They have bought the right of way from a good many farmers, and paid as high as \$60 per acre.

**WANT TO GET RID OF WIXHAM.**—The farmers of Turnberry generally seem to

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Offering Out.—Mr. J. Ross, takes  
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to his friends and well-wishers, that he  
has opened out a complete stock of  
cloths, &c., suitable for men and boys  
wear. He is confident of being able to  
give satisfaction to all who may call and  
have fair measure. We had the plea-  
sure of examining his stock, and can  
therefore highly recommend it, as being  
very choice and of good quality.

**TORONTO GREY AND BRUCE EXTE-  
NSION.**—At a public meeting of the rate-  
payers of Walkerton, held on Tuesday  
night, it was resolved to offer a bonus of  
\$20,000 to the narrow gauge railway  
company to extend their line from Mt.  
Forest to Walkerton. A committee  
was appointed to confer with the people  
of the neighbouring townships, for the  
purpose of ascertaining, if bonuses can  
be secured for the support of the pro-  
ject. At a public meeting held at Port  
Elgin on the G.H.L last, it was unanimous-  
ly resolved that proper measures be  
taken forthwith to extend a branch line  
of the Toronto, Grey & Bruce Railway  
from some point on the main line, at or  
near Chatsworth, to Port Elgin, on Lake  
Huron.

**WESLEYAN TEACHING.**—The tri-  
meeting on Monday evening under the  
auspices of the Wesleyan Methodist  
Church, was quite a success. The Drill  
Shed was decorated off with Evergreen  
and mottoes were attached to the walls,  
among others we noticed "Welcome"  
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strength" "Remember the poor" &c. &c.

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and trip it on the light fantastic, to the  
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airs. Let all who wish an hour's enjoy-  
ment be on hand on Monday evening.

## SNOW BLOCKADE.

WIXEN, in the latter end of March and beginning of April, 1872, there was a severe snow storm, weather prophets, including that mythical personage "the oldest inhabitant," were but slow to declare that within the extensive compass of their memory no such accumulation of snow had impeded business. Now again comes round the season fruitful of snow blockades, drifts, and so forth, and no doubt we shall have almost every correspondent of a newspaper, young and old, playing the same tune for 1873. During the first three days of this week Orangeville was highly favored with snow storms, so much so, that since Tuesday night there have been no trains either east or west on the Toronto, Grey & Bruce Railway. The roads in this vicinity are very heavily drifted, business is at a complete standstill, and although old Sol, with his cheering rays, has once more deigned to visit us, it will be the beginning of next week before any resumption of business can be expected. We hope the railway officials are doing all in their power to relieve the snow-bound trains, and open the road for traffic; and we also trust that whether this storm has been the severest in the memory of "the oldest inhabitant" or not, it will be the last visitant of the kind this year.

## MONO COUNCIL.

The above Council met at Mono Center on the 7th inst. Members will

say and Wil-  
John Wilcox  
Still; 11th  
Fletcher and  
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John Crook  
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son; 11th  
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Answer 730327 OS

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To the Edit-

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