

THE GREAT CONNECTING LINK.  
Sir A. T. Galt's Views on the Construction of the Canadian Pacific.  
New York, Oct. 16.—Sir A. T. Galt, Canadian Minister at London, said to a Tribune reporter that he can give no detailed information in regard to the Canadian syndicate. His position as an official forbids his speaking. Indeed, no public information has been given since the formal announcement of the members of the syndicate for the completion of the railway will be made by the Government. It is really found in the success which has attended the Conservative party since its advent to power. This week it is able to add another victory to the many which it has gained since the memorable 17th of September. Brome—a Quebec constituency, made vacant by the death of Mr. Chamberlain, a pronounced Liberal, who was elected by nearly 300 of a majority over his Conservative opponent, in the general election, has wisely returned to the Conservative ranks, and returned Mr. D. A. Manson, Conservative, by a majority of 110. Although Sir John Macdonald's position cannot be precisely affected by the gain or loss of a few seats, the result of these by-elections must be extremely gratifying to him, as they evidence the approval of the wide public which he has adopted by the people whom he governs. So long as he continues to walk in the paths of a statesman, and to avoid the narrow paths of party and conceiving and carrying out measures upon which depends the future welfare of the Dominion, so long will he be able to stand in the ranks ready to sustain him in power.

A Canadian visiting England gives, through the London News, some information to the English public respecting the figures of the alleged Canadian exodus, which are being published from American sources. The figures are as follows: "If I take a fancy to cross over from Sarnia to buy a basket of peaches in order to reach my friends' peaches of our own growth, I am classed as an immigrant, though my absence from my Queen's dominions should not exceed half an hour. If I return to the provinces of Ontario and Quebec, I decide to go to England by way of New York, I am classed as an immigrant when I enter the United States and if I return to England by the same route I am a second time classed as an immigrant, this time from Europe, unless I put my nationality as French in the steamship papers. If I decide with a hundred others to settle in Manitoba, and go to that fertile region from an annual party of Canadian United States railway, we are classed as immigrants. I have no doubt Earl Dufferin has in this way figured a number of times in the past. Immigrants and probable ones Leopold and the Princess Louise likewise."

Feeling Telegrams. We have reason to believe that despite all the Galt negotiations in regard to the future of the railway, Sir John Macdonald and the Railway Syndicate, everything is going on satisfactorily. The most unattractive part of the construction of the Canadian Pacific railway must necessarily be, there are a great many who are already not so much interested in the details. But there can be no manner of doubt as to the broad fact that a Syndicate is being formed which it is abundantly able to build the railway. As to the rumor that it is endeavoring to strengthen itself, this may or may not be true. The stronger the Syndicate the better, and it would be pleasing to know that a number of our own people had gone into the enterprise. Every body concedes that the railway must be built at all the best way to do it is to have it built by a Syndicate; but the way to bring about a good bargain for the country is to have the strongest of Sir John Macdonald's opponents in the press, to do everything they can to induce the capitalists who are willing to build the railway, to have nothing to do with it. Every line of the Globe has printed on the subject has been written in a depreciating spirit, and with the object of bringing Sir John's hands, in his efforts to make the best possible bargain for the country.

Dun, Winans & Co's Mercantile Agency report that during the quarter ending Sept. 30, 1880, the number of failures in the United States was 970, with liabilities of \$1,422,425, as compared with the corresponding quarter of last year, of 1,283 failures and \$1,154,125 liabilities. During the nine months ending Sept. 30, the number of failures was 3,475, with liabilities of \$4,930,185, as against 3,520 failures, with \$1,093,040 liabilities during the corresponding period of 1879. The Dominion of Canada failures during the third quarter of the present year were 130, and 417 last year, and the liabilities were \$24,425, and \$24,425, 50. The report concludes as follows:—"During the first nine months of 1879, the liabilities of failures were less than one-half those of the preceding year, being only \$1,093,040 in 1879, as compared with \$1,154,125 in 1878, and, as will be seen, the liabilities of the past nine months exceed by little half those of 1879. Should this ratio of improvement continue, it would be during the next three months, the failures of the year will be less, as compared with the number engaged in trade, than at any period since we have undertaken the compilation of these figures."

It would be well for Ireland if all her ministers of religion held the same opinions and emanated them as boldly as the Roman Catholic Bishop of Clonfert. This prelate, at a recent meeting of his clergy, held in the sanctuary of the church at Malrow, and summoned for the express purpose of discussing the land agitation and the attitude of the priests towards the leaders of the agitation, denounced the Land League for proposing the utter abolition of tithes, and said, "Did they confine themselves to the denunciation of bad landlords, and to the exhortation to them fully, for this, I believe, has been the bane of our country, the fruitful source of the crime by which it has been stained, and of the cause of the backward condition of our farming classes, owing the cause of insecurity and the dread of confiscation of their improvements which had created the minds of our farmers. Let had land-lordism, then, by all means, be abolished, and this I hold would be the finest of the good landlords, of whom I am glad to believe that we have many still in Ireland. In other words, let the abuses of land-lordism be abolished, let the relations of landlord and tenant be based on the principles of natural justice and equity. This I hold can be done without the abolition of land-lordism itself, which every rational man can see could not be effected without a revolution, for which the time is not ripe. For this and other reasons, which it would take me too long to state, I cannot personally agree to the programme of the Land League, and as a minister of religion, must emphatically disapprove of ungodly theories and dangerous and inflammatory utterances of many of its prominent members."

According to late European exchanges it appears that, with the exception of Southern Russia and Western Prussia, the crops have been, on the whole, satisfactory. In wheat, the harvest was a large quality in Switzerland, Denmark, Sweden, Holland, Prussia and Baden above the average in Austria, Roumania, Servia, Italy, Belgium, Wurttemberg and Bavaria; and below the average in Hungary, Saxony, Mecklenburg and Russia.

A FEARFUL STORM.  
Terrible Lake Disasters.  
The Steamer Alpena Wrecked on Lake Michigan.  
100 Lives Supposed to be Lost.  
Trains Blocked by Snow Ten Feet Deep—Other Serious Lake Disasters.

Chicago, Oct. 17.—The storm was far less disastrous on the western lakes than it has been elsewhere, because having sufficient to give harbor. Beyond the loss of the schooner Alpena, which with all hands many minor accidents are reported. The damage will in the aggregate be very heavy in this vicinity. The force of the wind seems to have been most marked about the space included within a radius of 90 miles from Chicago, but the blow itself, according to reports received here, was much further, Omaha being about the western limit, Michigan the eastern, central Illinois the southern, and Wisconsin the northern. The telegraph wires remain in a precarious condition, and many are entirely useless at present.

Milwaukee, Wis., Oct. 17.—The wind storm yesterday and last night was the severest ever known in this section. The barometer was never known to be so low, and the wind from the south blew between thirty to seventy miles an hour. The storm all along the line of the Southern Minnesota railway was the greatest known in years. The credit and freight trains along the line are blocked in a snowdrift ten to twelve feet deep, and teams with provisions and passengers have been driven to several points. All the cuts west of Milwaukee are blocked with snow packed hard. Reports of cattle, hogs, and sheep, and of human life is yet reported. It is the worst storm ever experienced in the northern and eastern Dakota, and is still raging.

THE FATE OF THE ALPENA.  
Wisconsin reports that the schooner Alpena, which was wrecked on Lake Michigan, has been raised. The vessel is now in the harbor, but no signs of the crew have been seen. The schooner Alpena has gone down with all on board. She left Grand Haven on Friday night, Oct. 15, for Chicago, with a crew of about twenty-five. The Alpena was built at Marine City, Michigan, in 1866, and was valued at \$40,000. She was rated at A, and was owned by the Goodrich Transportation Co., of Chicago.

COMMON SENSE IN ADVERTISING.  
The New York Evening Post so sensibly tells of the manner in which men and women of wisdom reach the public, that we adopt the article and commend it to our readers. It is a good article, and people who have not yet learned wisdom fully on this important subject.

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MORNING.  
The barn was in flames. Putting their horses in a safe place. The fire spread over the barn, and the horses were saved. The fire was extinguished, and the barn was repaired.

ELMA.  
Elma has the "bone" bridge builder and inspectors. They prevent their labor more than any other class. The bridge is a fine specimen of the art.

LOCAL AND GENERAL.  
Steps are being taken to test the South American countries of Lincoln and Wadsworth. Levi Dingman was sentenced to three years in the Penitentiary for the murder of a woman.

THE PRINTING PRESS.  
How wisely events follow each other in the mind of Europe was waking from a thousand years of sleep. The printing press has revolutionized the world, and has made knowledge accessible to all.

THE OFFICE OF COLLECTOR OF CUSTOMS AT WALKERTON, ON THE 17th INST. The office of Collector of Customs at Walkerton, on the 17th inst., has just been appointed, and the duties of the office are being carried out.

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DR. SKIRVING.  
Licentiate of the Faculty of Physicians and Surgeons, Glasgow. Licentiate in Midwifery Glasgow, Scotland. Three years student under Professor James Ferriar, Glasgow.

MARKS VS. CAMPBELL.  
Pursuant to a decree and final order of the Court in this case, and bearing date respectively the twenty-eighth day of February 1880, and the eighth day of September 1880, there will be offered for sale, by the Sheriff of the County of York, the following lands and premises, in one parcel, viz:—

AT THE ROYAL HOTEL, IN THE TOWN OF LISTOWEL, AT THE HOUR OF TWO O'CLOCK P.M., ON SATURDAY, 23RD OF OCT. 1880, the following lands and premises, in one parcel, viz:—

FOR SALE OR TO LET.  
The purchase will require to pay down the sum of \$30, part of the purchase money upon the balance of the purchase money to be paid in monthly payments of \$10 each, for a term of 10 years, at the rate of 6 per cent per annum.

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MONEY TO LOAN!  
PRIVATE FUNDS to lend in sums to suit borrowers, at very reasonable interest. Apply to FENNEL & DINGMAN, Barristers, etc., Listowel.

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