JUST RECEIVED BY
ELLIOTT BROTHERS,
No. 20,
SOUTH SIDE DUNDAS ST.,
Ex "Hungaria," from Cadiz, qr. cks. Sherry, from fall to Brand Amontillado.
Ex "Don Alonzo," from Charente, qr. casks and octaves Pineau Brandy.
Ex "Seguin," from Charente, qr. casks, thick and more Hennessy Brandy.
Ex "C. E. Mallatieu," from Rotterdam, qr. casks, octaves, red cases and green cases Hollands Gin.
Ex "Westmoreland," from London, cases Guinness's Porter, pts. and qts.
"Monkfisher," from London, Keen's Mustard, 8-Pound Box, 24 lb. Pots, in jars and 1 lb. tins.
Also, cases of Julien and Moulin Claret, cases Fine Brandy, cases Martell Brandy, bottled Whiskey, Irish Whiskey, Sherrys, Ports, Madeira, Port, Port Wine, Potted Tongue, Game, Preserved Soups and Sausage Domestic Cordial.
London, June 26, 1873. d and w tf

The Free Press.

Local and Miscellaneous

ALDERMANIC.—The Board of Aldermen must again this evening for the dispatch of business. Several important measures, deferred from the last regular meeting, among them the cow and geese by-law, and the exemption of the new sewing machine company from taxation, will come up for consideration. It is understood that at the secret meeting of the Board on Friday night the placing of a portion of the city debentures upon the English market was recommended by the Finance Committee. It appears that the offers made for the debentures by brokers and others in the Dominion were not considered satisfactory by the Committee, and the Chairman, Alf. Cronyn, learning that H. C. R. Becher, Esq., was about to visit England, suggested to the Committee the proposal alluded to above, which was accepted by them. The debentures will be changed to sterling money, and we doubt not will command more attention and be more profitably negotiated to the benefit of the city than if sold to Canadian capitalists. Alf. Cronyn looks after the finances of the city with commendable assiduity.

HOUSEWIVES.—A trio of hucksters, those gentry whom housewives detest, were summoned before the Police Magistrate on Saturday last, charged with contravention of the market by-law, in buying fowls from farmers' waggons before the hour prescribed, (11 o'clock). Inspector Crawford happened to be walking through the market on Friday last, and being an attentive observer of matters and things, noticed two females carrying away fowls from a waggon, the hour being ten o'clock. We are informed that scarcely a day passes but this game is played, and the consequence is that the general public are compelled to buy from the hucksters at exorbitant prices, or defer purchasing. The P. M. fined Mrs. McCarty and Robert Meadows $1 each and $2 costs, which they paid. Mrs. O'Hara's case will come up for examination this morning. We trust that from now until the holidays a strict watch will be kept upon this class by the police, and the thanks of the citizens shall be theirs.

FALSE PRETENCES.—One Patrick Smith, who labors under a chronic impecuniosity, was arrested yesterday by Detective Phair on a charge of false pretences, preferred by Susanna Hughes. It appears he had been boarding with complainant for a considerable time, and forgot to pay. In order to make up for his delinquency however, or rather to mollify her somewhat, he assumed a demeanor of great amiability, and was willing to do almost anything to oblige her. She accordingly entrusted him with her sewing machine to get repaired, and at the end of a month, during which he kept putting her off with excuses, she demanded it back. But it was not forthcoming, and it soon became evident that he had disposed of the machine for his own advantage. He now says he lost it, but offers to procure a new one for her. The P. M. will decide the rights and wrongs of the case to day.

A DANGEROUS PLACE.—The residents of Westminster, in the vicinity of the new bridge, complain, and they have good reason for doing so, that the plank sidewalk adjoining the gate-keeper's house is in great danger of giving below, by the frail support it receives from the rotten timbers. At the present time there is a cavity in the side walk, dangerous alike to man and beast. Until some one in authority falls in and breaks a limb, there is not much chance of the necessary repairs being made. The Westminster Township officers should view the place, order the path to be repaired, and then serve accounts to the municipality. The bridge is now open for pedestrians, and the sooner this matter is attended to the better.

ARREST.—Since last issue, the following parties have been arrested:—John McIville, charged by P. C. Lewis, with being drunk and a nuisance on the market on Saturday last, was fined $1 for his eccentricities. John Murphy, charged by his daughter Ellen Murphy, with assault, was arrested by Detective Murphy, and bailed to appear on the 17th. John McIntyre, charged by P. C. Lewis with drunkenness, was liberated yesterday. John Plummer was arrested on a warrant about noon, yesterday, by Detective Phair, charged by Messrs. Broadbent & Ocorell with the larceny of lumber. Plummer, who is from London township, was bailed until Thursday next.

POLICE COURT.—At this court on Saturday last, the P. M. presiding, George Bird was convicted of stealing a wheelbarrow from Mrs. Small, and sentenced to one month's imprisonment at hard labor. When the screws that term, he will, it is to be hoped, let other people's one-wheeled vehicles severely alone. John Augustus, one of the Mohicans, was fined $1 for indulging in intoxicating liquors to excess. He was granted a few days to collect accounts and liquidate this debt. F. Thompson, summoned for having his bar room open one night lately, asked an enlargement until this morning.

COMMITTED.—Thomas Meekler, charged with suspicion of incendiarism at Napier, was brought up on remand before a bench of magistrates at that place on Friday last. The evidence against him and the tavern-keeper, Roche, was conflictory, and both were ordered to find sureties for their good behaviour in future, or be committed to prison in default. Roche procured sureties, but Meekler was unable to do so, and Detective Phair brought him to London gaol.

APPOINTMENTS.—The Rev. J. P. Hincks, of Ingersoll, has been presented with a Canonry of Holy Trinity Cathedral of this city by the Bishop of Huron. The Rev. W. Brookman, Rector of St. Johns, Morpeth, has also been appointed to the Rectory of Amherstburg.

TELEGRAPH EXTENSION.—The Dominion Telegraph Co. has opened an office at the Asylum for the Insane, London; and the Montreal Company has opened offices at Ormiston, North Keppel, Wiarton, and Colpoy's Bay.

HERE AGAIN.—Messrs Thomas Scatcherd M. P., and G. W. Ross, M. P., arrived in this city on Saturday evening last, from their Parliamentary duties at Ottawa, looking as cheerful as if they had "struck thousand barrel wells."

J. M. Bellew.

The prince of elocutionists and actors, whose name heads this notice, will appear at Spettigue Hall this (Monday) evening, under the auspices of the Young Men's Christian Association. Those who had the good fortune to be present at his first entertainment in this city in the month of April last, will only require to be informed of the fact. For the benefit of our readers who were denied the opportunity of listening to this distinguished gentleman, we reproduce a few lines from a critique upon his first performance, from the FREE PRESS of April 15:—

"The audience was exceedingly numerous and critical, being composed of our leading citizens, clergymen and liberals of all persuasion, none of whom could testify too heartily to the pleasure derived from Mr. Bellew's efforts. It was a magnificent intellectual treat, such as we have never before had presented in this city, and we will be very fortunate if we get again for many years to come. The reader is a gentleman of commanding presence, powerful physique, and a voice of exquisite modulation. Whether in tragedy or comedy, he has power to thrill his audience as electrical and marvellously sustained—nothing is weak or faltering, no defect on the reader's part to relax attention in the slightest, but the utterance of every line is majestic in its power to melt the listener to sympathetic tears, or stir him to uncontrollable laughter. Mr. Bellew's skill is consummate. No praise is the power of our pen can do full justice to the merits of his performance."

Seats may be secured at Murray's.

Incendiarism.

Between five and six o'clock on Friday evening last, two young scamps, whose names cannot be ascertained, were observed loitering around the premises of Mr. Thos. Partridge, jun., in the northern part of the city, but no particular attention was given to their movements, further than that they were strangers to the neighborhood. Shortly after dark, the residents in the vicinity were startled by the cry of fire, and on issuing from their dwellings, they saw the hay stack, belonging to Mr. Partridge, in flames, with the barn in close proximity in great danger of being consumed. What made the matter worse was the fact that Mr. and Mrs. Partridge were absent from home in a different part of the city. The neighbors, however, went heartily to work, and succeeded, after heroic exertions, in saving the barn and its contents, the stack of hay, however, being entirely destroyed. From the fact that the stack was close to the fence on the street, and that marks where observed on the board, it is surmised that the two young lads were the incendiaries. What motive they had in doing so, however, is perhaps lost known to themselves.

St. Andrew's Society.

The annual meeting of the members of the above named society of this city was held at the Mechanics' Institute on Friday night last. The report of the Treasurer, Mr. John Mills, showed that the receipts during the year amounted to $557.11, and the expenditures to $429.58, which left a balance at the credit of the society of $127.53. The Secretary, Mr. A. Sharp, also read his report of the society's operations, from which it was gathered that the society is rapidly increasing in membership. The election of officers resulted as follows:—

President—Mr. Duncan McPhail.
1st Vice Pres.—Mr. John Gray.
2nd do.—Mr. J. Ironsides.
Secretary—Mr. Arch. Sharp.
Treasurer—Mr. John Mills.
Auditors—Messrs. Robert Reid and James Cowan.
Relief Committee—Messrs. Arch. McPhail, Thos. Brock, Alex. Fraser, John Walker and John Jones.

After some discussion it was decided to hold the annual supper on the 1.t of December next.

Canadian Enterprise.

Every patriotic Canadian, who has the welfare of his country at heart, cannot but be always pleased to learn of any enterprise which will tend to develope some of the immense resources of the Dominion. It is therefore with pleasure we notice that a company, to be known as the Canada Silver Mining Company, (limited), has been formed in this city, for the purpose of developing some of our mining lands near Thunder Bay, Lake Superior. The provisional directors are well known in this city to be some of the most trustworthy of our citizens, so that we have no doubt capitalists will give the enterprise the support it seems to deserve. The prospectus is an excellent one. The fact that the proprietors take stock, with the exception of $5,000 in cash, as the price of the property may be accepted as a favorable indication of the confidence they place in the silver deposit. A copy of the prospectus will be found in our columns, by reading which we have no doubt our readers will find many other favorable features in favor of the Company.

Fatal Accident.

A man named Watson, who kept a boarding house on Duke street, between Waterloo and Colborne streets, and who has been employed for some time past in loading oil cars, while returning from work on Saturday evening last, thought to gain time, and attempted to jump upon the cowcatcher of the yard engine in the Grand Trunk yard. He missed his footing, fell under, and received fatal injuries. His body was terribly mutilated, one of his sides being completely laid open. One of his arms was also taken off at the same time. Deceased was a married man, and leaves a wife and one child. We have not heard if an inquest was held.

A Sanguinary Wife

George Gibson, of London township, yesterday procured the arrest of his wife Ann, charging her with having sworn a solemn oath to put an end to the days of himself and his little daughter aged eleven years, by cutting their respective throats with a razor. It appears that a long course of domestic trouble yesterday culminated in a terrible broil in the house, with the above result. The woman was taken into custody by Detective Phair, and will answer to-day for her conduct before Mr. Lawrason. She of course denies the charge, and says she only swore to leave him.

PERSONAL.—The profession generally will regret to learn that Mr. Wm. Buckingham, for ten years past the editor and proprietor of the Stratford *Beacon*, has severed connection with that journal. Mr. B. was a vigorous writer, a first-class reporter, and a whole souled, genial gentleman, who ever took the deepest interest in his profession. Mr. A. Matheson succeeds to the proprietorship.

It would seem that we are never to hear the last of the new things in suicide; every day something novel and unique is presented in this line. It is to be regretted, however, that invention does not expend itself in an effort to arrive at artistic methods, so that vigor of handling and breadth of style might be attained, and suicide might become, what De Quincey made murder, a fine art. In this light, we have no plaints for anything save the originality of the man Cunningham, of New Bedford, Mass., who tied a heavy spittoon around his neck and jumped into the water. There is nothing graceful or artistic about such an exit.

Great Western Railway Company of Canada.

HALF YEARLY REPORT.

1. The receipts on Capital Account during the half year amounted to £775,989 7s. 0d., arising as follows:—

Proceeds of £25 on new issue of 4,000,000 shares	£500,250 0 0	
On account of 1st July instalment	299,500 0 0	
Commutation of future instalments	16,149 0 0	
		£775,799 0 0
Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every £100 of preference stock—		
£7,000 stock, convert 4 into 5 shares of £25 lb. each, £1,750, less £7 in difference on 1 share transferred from Canada to London office	£1,743 10 0	
Less preference stock converted into ordinary stock £7,000 0 0		
Less difference on 1 share £25	7 0 0	
Less commission, £1 per share £1	7 0 0	
Less expenses in Canada	1 3 0	
	7,084 3 0	
		192 7 0
		£775,983 7 0

The total receipts on Capital Account amounted, on 31st July, 1873, to £7,672,681 18s. 2d.

2. The charges to Capital Account during the half year amounted to £458,017 14s. 7d.; of this sum the Engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 367 tons fastenings laid in the track, amounting altogether to £61,344 4s. 2d.

There has been further expended on capital account for:—

Double line between Windsor and London	£ 12,903 0 4
Grand River bridge carvers, etc.	631 1 0
Third car ferry boat "Saginaw"	3,434 7 1
Second car ferry boat, to carry 16 cars	15,238 2 4
Locomotives	68,839 4 4
Passenger	191,798 7 7
Chelsea Long line	164,773 0 7
For discount, &c., as per capital account No. 1	4,968 15 0
	£458,017 18 7

The total expenditure to 31st July, 1873, amounted to £7,246,382 13s 8d, leaving a balance at credit of Capital Account of £429,299 4s 7d.

3. The receipts and expenditure on Revenue Account for the half-year have been as follows:—

Receipts—		
Working expenses, including renewals	£649,839 1 7	
Net traffic, rents, and all charges	417,099 6 10	
		£952,739 14 9
From which is deducted—		
Interest on bonds, etc.	£48,194 16 7	
Discount and charges on sterling exchange	20,546 6 1	
Amount set aside for renewal of ferry steamers	2,000 0 0	
Amount set aside for renewal of engine and car stock	9,700 0 0	
		£81,441 2 8
		£871,298 12 1
Add profit on working of steamers	3,776 7 11	
Add profits from land sales	3,381 18 7	
		7,157 6 6
Amount available for dividend		£111,056 18 7

The dividend for the half year on the 5 per cent. preference stock amounts to £5,662 9s., and from the balance the Directors recommend a dividend on the ordinary shares at the rate of 4½ per cent. per annum, payable in London on the 4th November, which will absorb £109,334 19s. 4d., leaving £5,021 9s. 3d. to be carried forward to the next half year.

4. The aggregate traffic receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey and Bruce, and the London and Port Stanley Railway) exhibit a gross increase of £99,009 19s. 4d., which consists of:—

Increase in we. passenger traffic	£ 3,548 6 5
Wet Freight and live stock traffic	21,293 3 0
Increase in through freight and live stock traffic	43,675 1 4
Increase in mails and express freight	1,947 18 11
	£69,564 9 8
Increase in through passenger traffic and emigrants	833 19 4
	£70,019 10 4

The way or local business amounted to 32.22 per cent. of the whole earnings of the corresponding half year, and the through business represented 60.78 per cent., against 60.57 per cent.

The passenger rates were about equal to those of the corresponding half year, but way freights yielded 20 cents, and through rates 11 cents less per ton per mile than in the corresponding period.

6. The discount and charges of the conversion of American currency for the half year amounted to £39,546 6s 1d, as compared with £4,752 5s 2d in the corresponding half year. The conversion was made at an average of 115.15 16, the average price of gold for the half year being 110½. In this sum there is included £1,435 7s 2d for discount on the amount of American currency still unconverted at the close of the half year.

7. The Ferry Steamers Renewal Fund has been credited with the usual amount and good interest for the half year. The balance at the credit of this fund at 31st July, 1873, amounted to £18,788 7s 0d.

The new car ferry boat, the Great Western, after nearly two years of uninterrupted service, night and day, has been taken into dock for two months, and thoroughly overhauled, and resumed traffic early in September.

8. The usual sum of £9,100 has been charged to revenue on change of gauge account, making a total sum of £145,500 charged against this account to 31st July, 1873. It is proposed that some half of the expenditure for the renewal and displacement of the broad gauge rolling stock has been charged to the revenue. The balance will be debited in the same half yearly amounts, until the whole sum is completely extinguished.

Since the issue of the last report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 ft. 8½ in. gauge.

9. At the close of the half year there remained only thirty miles of iron rails in the permanent way of the main line, which, at the date of this report, has been replaced by steel, so that the whole main line, as well as the chosen loop line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The Directors will be prepared next half-year to report upon this subject.

10. The plan of charging a fixed rate for repairs and renewals of rolling stock has been found to work well. The balance at credit of locomotive renewal fund, at 31st July, 1873, amounted to £39,256 19s. 4d.

The amount standing to the credit of car renewal fund has been absorbed during the half year in the purchase of new passenger cars.

11. The exceptionally heavy item of £9,480 10s. 10d. is charged in the present half year's accounts under Abstract E. for foreign terminal charges, and consists of the balance of account against this Company for proportion of charges paid by the Michigan Central Railway since July, 1871, and now finally adjusted.

11. The cost of operating the Wellington, Grey, & Bruce Railway was less by £727 7s. 6d. than the 70 per cent of its gross earnings allowed to the Great Western for working it. The additional earnings received by the Great Western on its own line by the traffic interchanged with the Wellington, Grey & Bruce Railway, amounted to £17,184 17s 11d., of which, according to agreement, the Great Western lays aside 20 per cent., or £3,436 17s 5d, to acquire the bonds of that Company.

12. During the past winter some relief was expected to have been afforded to the overloaded main line by diverting a portion of the freight traffic over the unfinished loop line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballasted road, the embankments and cuttings on which were not consolidated. The Government Inspector went over the line as far as completed to the Welland Junction, 128 miles, on May 27th, and reported favourably of its construction. An irregular local traffic was then commenced, but the object for which the loop line was built cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge. Up to the end of the past half-year the interest upon the money raised for the loop line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds.

The total interest on the expenditure for the loop line to Welland Junction will be a charge against revenue from the commencement of the current half-year.

13. In order to permit the immediate use of the loop line for the through freight business via Suspension Bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and Erie Railways, a short branch of eight miles is under construction from the main line terminus at Suspension Bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under $40,000. By this branch a through connection will be formed from the village loop line with the Suspension Bridge, making the distance to Detroit as short as from the International Bridge, and five miles shorter than the present main line between these points.

The easier gradients of the loop line, and the saving in the tolls to be levied on the International Bridge, will greatly conduce to the economical transport of freight. The route by the International Bridge will still be useful for local and cattle traffic coming from the main and loop lines destined for the city of Buffalo.

The advantages to this Company of the Allanburgh Branch cannot be too highly appreciated.

14. The receipts and working expenses per train mile for seven corresponding half-years compare as follows:—

Half year ending	Gross Earnings per train mile.	Ordinary Working Expenses per train mile.
31st July, 1867	4s 10¼d	4s 2¼d
" 1868	4s 5d	4s 5d
" 1869	4s 9¼d	4s 8d
" 1870	4s 8¼d	4s 7d
" 1871	4s 8d	4s 5d
" 1872	4s 9¼d	4s 5d
" 1873	4s 9¼d	4s 10d

15. The unsatisfactory results of the working of the half year ending January 31st, 1873, were fairly attributed to the extraordinary inclemency of the past winter, aggravated by insufficient siding and station yard accommodation, and the want of an adequate supply of rolling stock; and also to the higher rates paid for fuel and wages; but as, notwithstanding the steady increase in the gross traffic, the monthly returns continued to exhibit diminished net results, the Board determined to request the President to proceed to Canada, in August last, for the purpose of investigating the causes of the increased working expenses, and to strengthen and reorganize, where necessary, the local management of the railway.

The President, having just returned from Canada, confirms the correctness of the reasons given for the disappointing results of the last twelve months' working. The incomplete condition of the extensions of the line and other works in progress, combined with a deficiency in rolling stock, totally crippled the efforts of the working staff, to control the rush of traffic during a winter of unexampled severity and of unusual duration. To these must be added the failure in a proper supply of seasoned fuel for locomotives. To avoid the recurrence of a similar default, the management of the wood department has been placed in other hands, and a monthly report of the stock of fuel will be laid before the Board. The General Manager being at the same time held responsible for its sufficiency.

The staff in Canada has been remodelled. Mr. Hogg, the late Treasurer, has been appointed General Manager, and the Board have every reason to believe that his experience and ability will justify the appointment. To Mr. Main, as General Superintendent, has been committed the duty of working the traffic, and Mr. Woodford appointed Assistant Superintendent, to whom is specially intrusted the dispatching of trains, the distribution of freight cars, and the care of the telegraphs. The local management of the main line and branches has been divided into five sections, to each of which a Superintendent has been appointed, the whole acting under the instructions of the General Superintendent. Other departments have also been reorganized so as to attach individual responsibility to each branch of management.

16. During his visit, the President carefully examined in detail the working of the railway and its accessories, as well as the rolling stock of the Company with connecting railways in Canada and in the States.

He reports, after an extended survey, that the entire main line, now practically doubled and relaid, is in first-rate condition, that the gradients of the loop line are most favorable for the economical working of a through business; that the station and station grounds are now ample for present requirements, and the equipment generally such as to prevent a recurrence of those difficulties which have lately so much interfered with successful results.

With the staff remodelled so as to insure the vigorous and economical working of the line, and with the promise of abundant traffic, the Directors have reason to anticipate the restored and increased prosperity of the Company.

The system of the Great Western Railway being now complete, and in connection with lines of railway constructed by independent parties, extending into the most fertile districts of the country, the Directors feel that no further extensions involving capital outlay on the part of this Company will be either desirable or necessary.

The harvest in the Western States has been most abundant, and the opinion of railway authorities in Chicago is that the amount of traffic from this source will tax to the utmost the carrying power of the Company.

17. Under the authority conferred by the Shareholders at the special meeting on April 9th, 1873, the Directors have issued five per cent. Perpetual Debenture Stock, to the amount of £120,000, and under the same authority they intend to pay off the six per cent. Terminable Bonds of the Company, on 1st July, by the issue of a further amount of the same description of stock.

18. The financial position of the Detroit and Milwaukee Company, and especially with reference to their bonds maturing this year and in 1875, has received the anxious attention of the Board.

The large money interest held by the Great Western in that Company, together with the material advantage derived from the traffic connections, rendered some arrangement necessary by which the Detroit and Milwaukee Company may be adequately equipped, and the control of it retained by the Great Western.

The consideration of a plan to accomplish this will be the subject of discussion at the special meeting of Shareholders, which it is proposed to adjourn till Wednesday, November 5th.

Pending any arrangement that may be determined upon by the shareholders, a temporary advance of $300,000, American currency, has been made to the Detroit and Milwaukee Company, on the security of interest paying bonds.

In the meantime, the Directors are desirous that it should be clearly understood that no arrangement has been concluded, nor has the Great Western Company been committed in any way. The whole matter forms the subject of a special report to the shareholders, sent herewith, and will be left for their decision at the above adjourned meeting.

19. The Directors who go out of office by rotation are:—

Mr. George Smith,
Mr. William Weir,
Hon. William McMaster, and
Mr. Donald McInnes.

These gentlemen are all eligible, but Mr. George Smith, Mr. William Weir, and Mr. Donald McInnes do not offer themselves for re-election.

The following gentlemen will be proposed at the general meeting to fill the vacancies on the Direction, and the proxies received by the Board will be used in their favor:—

Lieut. Col. Francis Douglas Grey, of Lindgrove, New Barnet.

Sir Keith Jackson, Bart., Kingston, Ontario.

Hon. William McMaster, Toronto, Ontario, and

Thomas Barkworth, Esq., 16 Austin Friars, London.

The Auditors also go out of office, but offer themselves for re-election, viz:—

Mr. John Young, of Messrs. Turquand, Young & Co.
Mr. Sidney Smith, and
Mr. Samuel Spreull, in Canada.

On behalf of the Board of Directors,

THOMAS DAKIN,
President.

London, 16th October, 1873.

BUSINESS NOTICES.

SHAWLS, mantles, new millinery, children's dresses, dress goods, flannels, gents' furnishings, &c., &c., very cheap at the Golden Beaver, noted for cheap dry goods and millinery. Next door to Strong's Hotel.
W. P. Lacy & Co.

☞ Mr. Whalley, M. P., who was lately in America to hunt up evidence in the Tichborne case, is now engaged in making political speeches in London.

Tackabury's New Dominion Atlas.

The undersigned has great pleasure in informing subscribers and the public generally that the New Topographical Atlas of the Dominion which has been in course of preparation for nearly two years past, is fast approaching completion, and the distribution to subscribers may be expected to commence during the coming winter.

To such as have not seen the prospectus, or had an opportunity of ordering the work, it may be interesting to know that this will differ in many important respects from any of the publisher's previous maps of Canada.

Owing to the vast extent of Territory now composing the Dominion, the Atlas form has been adopted as being more convenient, and in fact the only form by which the townships and counties can be shown on a scale sufficiently large to be of practical utility, while kept within a reasonable size, and in convenient form for reference. The pages will be about 14 x 18 inches in size, and the counties in Ontario and Quebec will be shown on the scale of six miles to an inch, a county on a page, or where there is room for 2 or 3 contiguous counties, they will be given on a single or double page.

This scale admits of great minutiæ of detail, and in each Township the Concession and Lots will be given, also Towns, Villages, Post Offices, Railway Stations, Rivers, Lakes, Steamboat Landings, &c., &c. These will be followed by a double page map of each of the provinces, showing all the counties in each connection, on a smaller scale, in proper geographical position; after which will be shown a double page map of the Dominion, giving the several provinces in geographical position. There will also be maps of the five cities of Ontario, of Montreal and Quebec; a Geological and Climatological map of the Dominion; a double page map of the United States and a double page map of Europe.

There will be some thirty pages of letter press descriptive matter on the History, Topography, Geology, Zoology, Education, Railways, &c., &c., as well as a Gazetteer or Alphabetical Index, giving the location of all the places shown on the Atlas. The work will be printed on fine white paper manufactured expressly for the purpose by Messrs. Alex. Buntin & Co., and substantially bound with leather back and corners. It is to be sold only by subscription at the uniform price of $12, hence all will do well to give their orders when the Agent calls. Orders also received by post at Montreal, P.Q., or at London, Ont.

G. N. TACKABURY,
Publisher of Tackabury's Maps of Canada.
Montreal, 20th Aug. 1873. d w w-1

Financial & Commercial

LATEST PER MIDNIGHT REPORT.

☞ GOLD IN NEW YORK (2 P.M.) SATURDAY 102½.

Chicago Markets.

Chicago, Nov. 8.—Flour dull; holders unwilling to make concessions without a margin; winter wheat, for demand and boxing, very unsettled; No. 1 spring hard, northwestern $1; No. 2 spring 90c to 94c, cash, closing at 93c spot; No. 3 spring 84½ reg 75c to 78c.

Corn is fair demand and lower, but unsettled, closing steadier; No. 2 mixed sold to 24c for cash, reg 22½ to 23c.

Oats in fair demand, advanced to 22c cash for No. 2; reg 22c.

Rye quiet and unchanged, at 59c for No. 2.

Barley quiet and unchanged; No. 2 fall at $1.23 to $1.24; No. 3 spring nominal.

Provisions in fair demand but at lower rates; pork dull; lard quiet; cash; bulk meats in fair demand, but lower; shoulders 5½c; short rib middles 6½c; cash or regular.

Whiskey is good demand at 87c.

Lake freights—Corn to Buffalo 4½c.

Number of vessels packed here since November 1st, 84,078.

Receipts—Wheat, 107,000 bush; rye, 1,000 bush; corn, 24,000 bush; oats, 19,000 bush.

Shipments—11,000 bbls flour; 42,000 bush, wheat; 118,000 corn; 6,000 bushels oats; 10,000 barley.

European Markets.

London, Nov. 8, 4 p.m.—The amount of bullion withdrawn from the Bank of England to-day is £100,000.

Paris, Nov. 7.—Rentes 56f.

London, Nov. 8, 3 p.m.—Erie Railway shares 31½ to 32.

New York Markets.

New York, Nov. 7.—Cotton 15c.

Flour—Receipts, 7,000 bbls; sales 5,000 bbls; $5.60 to $5.75 for superfine State and western; $5.80 to $6.75 for common to choice extra State; $6.80 to $8.75 for common to choice extra western; $8.50 to $9.75 for common to choice extra Ohio.

Rye Flour dull and heavy, at $4.70 to $5.25.

Wheat—Receipts, 48,000 bush; sales 122,000 bushels; sales, 40,000 bushels, at $1.23 to ——for No. 2 Chicago; $1.31 No. 2 Milwaukee; $1.45 for winter red and western; $1.33 to $1.35 for Iowa spring.

Rye quiet at 86c to 88c.

Corn is heavy; receipts 21,000 bushels; sales 72,000 bushels, at 40c ——for steamer western mixed; 40c to ——for sail.

Barley dull and unchanged.

Oats—Receipts quiet; receipts 56,000 bush.; sales 21,000 bushels, at 40c ——for western mixed; 42c to 43c for white do; 44c for white Canadian.

Pork quiet; $15.00 for new mess.

Lard quiet; 9½c for steam; 9½c for kettle.

Butter—36c to 38c.

Cheese—14c to 15c.

Petroleum—crude 8c to 8½c; refined 18c.

The Rice Crop.

A Charleston, S.C., circular of the 27th ult., notes a serious disaster to the rice crop, owing to heavy and prolonged rains, which in some instances the inundated portions of the crop has been totally ruined.

Mining.

We notice that the mining interest of Lake Superior are suffering from the revulsion in the United States, and from the inability of the Banks to furnish the facilities of accommodation to pay for it. Period after period, notes have been drawn against the ship's mess. Contracts are being cancelled, it is expected, and the mines discharged.—*Montreal Times.*

London Markets.

Reported daily for the Free Press.

London, Saturday, Nov. 8, 1873.

The weather and roads continue very tempting for those coming to market, still the attendance and supplies were fair. Grain rather under than over the mean average of the week, but a liberal display of those smaller articles in requisition for domestic purposes. In Grain—Dull. Wheat, only two or three loads, fetching from $1.30 to $1.38. Treadwell, five or six loads, bringing from $1.35 to $1.44. Red Winter, two or three loads, going at $1 to $1.06. Spring, eight or ten loads, going at $1.12 to $1.15. Barley, ten or twelve loads, $1 to $1.10 was paid. Peas, twelve loads, steady, at 55c to 57c. Oats scarce and high, 36c to 40c obtained. Hay, 818 to 820, and few loads in. Turnips and carrots in liberal representation by the load, at 20c by the single bushel, 25c. Egg Butter in demand, at 22c. Rolls, 20c. Meats—Beef, large supply, at 5c to 6½c for fore quarters; hind quarters 4½c to 5c; mutton was also in abundance, at 5c to 6c by the quarter, and loads at 6c and 7c. Dressed Hogs going at $4.50 to $5.50, $5 prevailing figure.

The European breadstuffs markets were unchanged to-day, but in Chicago there was a very considerable decline has taken place during the past fortnight. In Chicago, No. 2 spring wheat sold on the 14th, cash and November, and to 90c December, and 91c October to-day. In Montreal there was a fairly active business done in flour at about former prices.

GRAIN.		
White Wheat, fall	1 14	to 1 18
Spring Wheat	1 12	to 1 14
Red Winter Wheat	1 00	to 1 06
Barley	1 00	to 1 10
Peas	53	to 57
Oats, new	36	to 40
Buckwheat	45	to 50
Corn	36	to 38
PRODUCE.		
Fleece Wool	37	to 38
Hay	18 00	to 19 00
Potatoes per bushel	50	to 60
Apples	30	to 50
Onions	1 00	to 1 00
Turnips	20	to 25
Carrots	20	to 25
POULTRY.		
Chickens, per pair	30	to 40
Ducks, per pair	40	to 60
Geese, each	40	to 50
Turkeys	60	to 1 25
MEATS.		
Mutton, by the quarter	5	to 6
Lamb, do	6	to 7
Veal do	4	to 6
Beef, per 100 lbs	3 50	to 4 50
Dressed Hogs	4 50	to 5 50

London Money Market.

REPORTED BY SMARTS EXCHANGE AND SAVINGS BANK.

London, Nov. 8, 1873.

AMERICAN MONEY.		
Buying at	93	to 95
Selling at	94	to 96
SILVER.		
Buying at	7	to 8
Selling at	4	to 5
C. S. BONDS.		
Buying at (according to date of issue)	105	to 110
STOCKS.		
Huron & Erie	115	to 120
Ontario Society	115	to 120
Dominion	105	to 107
Agricultural	100	to 105
Cornish Silver Mine P.S.	90	to 95

NEW PORK & SAUSAGE SHOP.

The Subscriber has pleasure in informing his friends and the public generally that he has

Opened in the Market House,

In Stalls No. 17 and 18,

where he will keep constantly on hand, a supply of PORK AND SAUSAGES of the very best quality. A call respectfully solicited.

W. H. ELSON.

London, Oct. 9, 1873. d-tu

WALKER & SONS.

No Second Price. The Spot to Buy

DRY GOODS & CLOTHING!

LONDON.

GOLDEN LION

In calling the attention of the public to our Stock of DRY GOODS AND CLOTHING, we do so with pleasure. Our Stock has been selected for the present season, by our Mr. R. J. WALKER, in the best European Markets with great care, and was purchased for Cash. We think it no trouble to show Goods.

CLOTHING!

For Work, Business and Dress.

SUITS $10	$12
SUITS $12	$15
SUITS $15	$17
SUITS $17	$20
SUITS $20	$25
SUITS $25	$30

For Fall and Winter.

OVERCOATS $5	$8
OVERCOATS $7	$10
OVERCOATS $10	$12
OVERCOATS $12	$14
OVERCOATS $14	$17
OVERCOATS $17	$20

Shawls, Mantles and Millinery. One Price Store the Popular House.

Cash Only. R. WALKER & SONS,
Dundas St., London and Toronto.

London, Oct 14, 1873. d-eod-1

EAST END MILLINERY

LARGE AND ATTRACTIVE DISPLAY
OF

MILLINERY, BONNETS & HATS,

SASH RIBBONS,

YAK LACES, MALTESE LACES AND SETS

THE NEWEST DESIGNS IN MANTLES,

Dress Goods in Ottoman Repps, Serges,

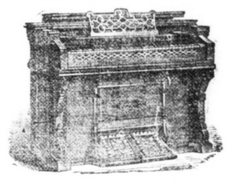
ALL WOOL DIAGONAL CLOTHS,

FRENCH MERINOS IN ALL THE NEWEST SHADES

R. S. T. DAVIDSON, - - - - - SPETTIGUE HALL

Corner Dundas and Clarence Streets.

London, October 4, 1873. d-eod tf



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Sold on Reasonable Terms, at the Howe Sewing Machine Agency, 115 Dundas Street.

JAMES BURRIDGE, Agent.

London, October 23, 1873. d-eod-ly

THE WEBSTER
FAMILY SEWING MACHINE

Combines ALL THE GOOD POINTS OF THE BEST MACHINES MADE, with many Improvements additional valuable to Shoemakers. HAVING NO LETTER TO PAY, we will SELL AT MUCH LOW PRICES, and on most LIBERAL TERMS. In consequence of the large demand for

THE WEBSTER

we are selling all other Sewing Machines, especially the NEW YORK SINGER, at greatly REDUCED PRICES cheaper than they can be bought elsewhere.

E. ROWLAND,
MONTREAL STORE, 107 DUNDAS ST.
d&w-ly

London, April 5, 1873.

Majolica Ware in Great Variety.
Parian Busts, Vases and Statuary.
Bohemian Boudoir Sets and Vases.
Plated Ware in Great Variety.
Cut Glass in every line complete,
All kinds of Crockery, China, Glass,
AT THE
MAMMOTH CRYSTAL HALL,
Dundas St., between Richmond & Clarence.

W. J. REID & CO.

London, Oct. 29, 1873. d-tu

ONTARIO HOUSE.