Completion of a Great Enter

prise.

The Wellington, Grey and Bruce ailway is now completed to Southmpton, and the entire line will be bened for traffic on the 2nd of Deampton, and the entire line will be opened for traffic on the 2nd of December. To those who remember the difficulties which beset this great enterprise long before the work of construction was commenced, and ever and anon, until a few months ago, rose up to hinder its progress, the completion of the road can hardly be realized. Well do we remember when the first meetings were held in some of the Townships north of Guelph, when the projected scheme was first brought before the people of these sections. The desirability—we may say the necessity—for such a railway was conceded by all, but the difficulty of raising the required funds was by many looked upon as an almost insuperable obstacle. Still, the projectors never lost heart, or bated one jot in their persistent efforts to procure bonuses upon as an almost insuperable obstacle. Still, the projectors never lost heart, or bated one jot in their persistent efforts to procure bonuses from the municipalities likely to be benefitted by the road. Having once made up their minds to succeed, they never faltered in their purpose, but bore down all opposition with an energy and zeal which extorted admiration and praise even from their on. ation and praise even from their op-ponents. Well do we remember the contentions and struggles which marked the carrying of almost every FOR TWO NIGHTS ONLY by-law, and the desperate battles of the gauges which took place on many a well-fought field between the ad-vocates of the rival schemes. But these are now recollections of the past, and in the hour of final triumpl and completion of the road, only

serve as pleasant reminiscences, but which, to those especially who took an active part in the work, will ever be associated with its inception and history.

To the business men of Hamilton, and especially to the officers and directors of the road, do the people of these northern Counties owe a debt of gratitude for giving them railway facilities with their numberless advantages. It may be true that in working for their own interests. But that ought not to detract from the credit to which they are justly due, nor should it deprive them of the well earned honour which belongs to them, of successfully pushing on and completing the pioneer railway into the north-western Counties. Nor in this hour of triumph and congratulation would we torget the valuable and timely assistance. Hamilton received from the business men of Guelph, many of whom shared in all the campaigns for securing bonuses, who spent much time and money in furthering the great work, and through whose influence and efforts more than one by-law was carried which otherwise would have remained a dead letter. In the midst of its rejoicings, therefore, Hamilton should remember what obligations its people are under to Guelph, and when we want a favour, or in are in need of help, should act the part of a sincere friend by paying us back, if possible, for all our efforts in her behalf.

Work on the road was commenced in July, 1870. Many vexatious delays occurred in completing the first section, but the work on the other sections was prosecuted with an energy and success rarely equalled. Thus, in less than two years and a half since the work of construction was commenced, we have a first-class road of over 100 miles finished, fully equipped, and in running order. Over a million dollars have been spent in its construction, and more than the amount of bonuses received from the different municipalities have been paid back in the shape of wages and other necessary expenditures. This enterprise has also given rise to others, of scarcely less magnitude, and which w

less magnitude, and which will be equally beneficial and equally profitable. The great Southern Extension, now under construction from Palmerston to Kincardine, would never have been dreamt of had not the main line been built. Another branch from Clifford to Durham is under consideration, and no doubtere long will also be under way. Still other branches may in future be projected and built, until the whole section of country through which the main line and its various branches run will be placed in direct communication with the great commercial centres. We are safe also in saying that but for the agitation connected with the construction of the Wellington, Grey and Bruce Railway would not have been built, or at least not for some years hence. This line is also being extended through sections of country which will be materially benefitted by it, and as it will tap the W., G. & B. line it will to a certain extent foster a healthy competition, and prevent all the evils to the public which follow a monoply whether in the hands of an individual or in those of a railway company.

It is useless for us now to speak of the vast benefits which will result from the completion of all these lines. The intelligent and thrifty settlers north of us know already the advantages resulting from railway facilities, and they will year by year be money spent in their construction is one of the best investments they could have made. We would conclude by congratulating the prometers and friends of this road on the great success which they have achieved, which marks a new era in the history of the north-west section of Ontario, and will give an impetus to its prosperity never before dreamed of even in the fondest imagnings of the hardy pioneers who first set.led there, and who are now beginning fully to reap the reward of their early toil.

improvement this week.

Some of the Tory journals mention the name of Mr. Aquila Walsh in connection with the Laeutenant-Governship of Manitoba. The Times remarks that this must be intended as a pleasantry. Sir John has made himself remarkable for the folly of his Manitoba appointments in general, but to inflict Mr. Walsh on it as Lieut. Governor would be such a piece of folly and insult as even he would hardly dare perpetrate.

Ugly rumours are circulating about Chauveau's management of the Edu-

HERNDON'S

Opera House Co'y.

BRASS BAND AND ORCHESTRA. A Star Stock Dramatic Corps, Consisting of 20 first-class artistes from New York city.

SATURDAY, 30th November, The Beautiful Romantic Irish Drama

"KATHLEEN MAVOURNEEN." And the Screaming Farce of A Ghost in Spite of Himself.

" As You Shall Prove Us. Praise Us." Admission 25 cents; Reserved Seats, 50c Doors open at 7‡; curtain rises at 8. Don't fail to read the programme. Guelph, Nov. 29, 1872

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BIGGEST LOT

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Yet Offered.

South Sea SHELLS

ever seen; Shell Boxes, Shell Cushions,

Silver Breakfast Setts at \$10.00.

Cheap at \$20.00;

An endless variety of Plated Cru from \$1 to \$4, cheap at double the money;

A splendid assortment

Of Knives and Forks

Silver Spoons, Table and Dessert Forks.

12 cases of Glassware

Goblets for 12½, - worth 25c
Tumblers, 50c per doz., - "\$1.25c
Class Setts for 65c, - "1.00
" for 75c, - cheap at 1.25

FRENCH LEATHER BELTS

Nothing else worn by the bon ton in London and New York.

Braces,
Pocket Knives,
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All the above Goods we guarantee to sell at half the price charged by any other house in town.

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JUST RECEIVED, a varied assort-

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For Toilet Preparations and Proprietary Medicines of the best makers go to

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Guelph, Nov. 28, 1872.

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THE BEST CLOTHING

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Everything kept in Men's, Boy's and Child

Call and See our Large Stock.

W. GALLOWAY
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Guelph, Nov 11, 1872. dw

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Between New York and Liverpool, leaving
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TORE AND DWELLING FOR SALE
OR TO BENT. The subscriber offers
for sale on reasonable terms, or will rent for
a period, the store and dwelling at Bristol,
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road between Guelph and Erin. This is an
excellent opening for a party with a limited
capital, as a good business can be carried on,
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For particulars apply to JAMES MASSIE,
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Men's Tweed Coats, from \$5 00 Boy's Over Coats, 4 50 Men's Pea Jackets, Boy's Tweed Pants, " Men's Tweed Pants, "

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GUELPH, Nov 19, 1872

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CHOICE CONFECTIONERY AND BISCUITS,

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he attention of the internal deposits of the trade with a cleas of goods to the trade with a clear of goods to the trade

His Biscuits took the first prize over all others at the London Western Fair this year the only place where they were entered for competition. All Goods carefully packed and shipped with deepates.



ocket Cutlery, ickelite Silver Spoons, ilectro-plated Spoons, lectro-plated Ware, terling Silver Spoons and Forks, ixon's Shot and Powder Flasks, Cases, hell and Pearl Card Cases,

generally, the largest stock in the Dominion.

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Description of John A. Wood, Upper Wyndham Street will be promptly at tended to.

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Have now in stock a very large assorting LUMBER

Lath, Shingles, Waterlime Flour and Feed as usual Bill Stuff Cut to Order !

1873

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