LISTOWEL STANDARD.

FRIDAY, DECEMBER 17, 1880.

DOMINION PARLIAMENT.

The Dominion Parliament opened, as our readers are aware, on Thursday of last week. As the business of the session is of unusual importance, the Government side of the House at least has evidently come prepared, and with an earnest desire to expedite legislation. The address in reply to the Speech from the Throne was moved by the member for West Toronto, Mr. Beaty, and seconded by Mr. Vanasse. The Opposition, led by Mr. Blake, indulged in a pointless criticism of its various provisions. It was not, however, until the agreement with the Canadian Pacific Railway Syndicate was laid before the House, that the obstructive plan of the Opposition fully developed itself. This important document, the full text of which we present to our readers this week, has been seized upon by the Opposition with the evident intention of protracting its discussion and obstructing legislation to the utmost of their ability. The onslaught which was made upon the National Policy is being repeated in the discussion of the agreement, and the result will without doubt furnish another parallel. The N. P. weathered the storm, and is stronger and more vigorous than ever; and the wisdom which conceived and carried to a successful issue a national benefit in the form of a fiscal policy, will not be swerved from its course in carrying out a scheme which promises the speedy development of the vast resources of the North-West, by any teapot agitation which a weakling Opposition may create.

The election in North Oxford to fill the vacancy created by the death of Thos. Oliver, M. P., resulted in the return of Mr. James Sutherland, mayor of Woodstock, by a large majority. Mr. Sutherland received the support of the Conservatives, and while he cannot be considered other than a Reformer, he is a liberal one, and promises to support good measures irrespective of party. His opponent, Mr. Pattullo, was the nominee of the *Globe* and the choice of the extreme Grit faction, and his defeat in North Oxford, a riding which has been looked upon as the stronghold of Gritism, is a sorry blow to the extremists.

THE PACIFIC RAILWAY.

TEXT OF THE AGREEMENT WITH THE SYNDICATE.

It Provides for the Completion of the Road in Ten Years.

The Terms Most Favorable to Canada.

The following will be read with deep interest by the Canadian people at large, as it sets forth, in clear terms, the agreement entered into by the Premier with the Syndicate formed to complete the Pacific Railway:—

Ottawa, Dec. 13.

This contract and agreement between Her Majesty the Queen, acting in respect of the Dominion of Canada, and herein represented and acting by the Honorable Sir Chas. Tupper, K. C. M. G., Minister of Railways and Canals, and Geo. Stephen and Duncan McIntyre, of Montreal, in Canada; John S. Kennedy, of New York, in the State of New York; Richard B Angus, James J. Hill, of St. Paul, in the State of Minnesota; Morton, Rose & Co., of London, Eng; and Kohn, Reinach & Co., of Paris, France.

WITNESSES, that the parties hereto have contracted and agreed with each other as follows, viz.:—

1st. For the better interpretation of this contract, it is hereby declared that the portion of the railway hereinafter called the eastern section, shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the western terminus of the Canada Central Railway, near the east end of Lake Nipissing, known as Callandar Station, to a point of junction with that portion of the said Canadian Pacific Railway now in course of construction, extending from Lake Superior to Selkirk, on the east side of Red River, which latter portion is hereinafter called the Lake Superior section. That the portion of said railway now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central section; and the portion of said railway now in course of construction, extending from Kamloops to Port Moody, is hereinafter called the Western section; and that the words "The Canadian Pacific Railway" are intended to mean the entire railway as described in the Act 37th Victoria, Cap. 14. The individual parties hereto are hereinafter described as the Company, and the Government of Canada is hereinafter called the Government.

2nd. The contractors, immediately after the organization of the said Company, shall deposit with the Government $1,000,000, in cash or approved securities, as a security for the construction of the railway hereby contracted for. The Government shall pay to the Company interest on the cash deposited at the rate of four per cent. per annum, half yearly, and shall pay over to the Company the interest received upon securities deposited, the whole until default in the performance of the conditions hereof, or until the repayment of the deposit, and shall return the deposit to the Company on the completion of the railway, according to the terms hereof, with any interest accrued thereon.

3rd. The Company shall lay out, construct and equip the said Eastern section and the said Central section of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard whereby the quality and the character of the railway and of the material used in the construction thereof, and of the equipment thereof, may be regulated, the Union Pacific Railway of the United States, as the same was when first constructed, is hereby selected and fixed as such standard; and if the Government and the Company should be unable to agree as to whether or not any work done or materials furnished under this contract are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of this agreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the Company and one by the two referees so chosen; and such referees shall decide as to the party by whom the expense of such reference shall be defrayed; and if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party thereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada; and the decision of such referees or of the majority of them shall be final.

4th. The work of construction will be commenced at the eastern extremity of the Eastern section not later than the first day of July next, and the work upon the Central section shall be commenced by the Company at such points towards the eastern end thereof, on the portion of the line now under construction, as shall be found convenient, and as shall be approved by the Government, at a date not later than the 1st of May next; and the work upon the Eastern and Central sections shall be vigorously and continuously carried on at such a rate of annual progress on each section as shall enable the Company to complete and equip the same, and have each of them in running order on or before the first day of May, 1891, by which date the Company hereby agree to complete and equip the said sections in conformity with this contract, unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Company, and in case of the interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the railway shall be extended for a corresponding period.

5th. The Company shall pay to the Government the cost, according to the contract, of the portion of railway 100 miles in length, extending from the city of Winnipeg westward, up to the time at which the work was taken out of the hands of the contractors, and the expenses since incurred by the Government in the work of construction; but shall have the right to assume the said work at any time and complete the same, paying the cost of construction as aforesaid so far as the same shall then have been incurred by the Government.

6th. Unless prevented by the act of God, Queen's enemies, intestine disturbances, epidemics, floods, or other causes beyond the control of the Government, the Government shall cause to be completed the said Lake Superior section by the dates fixed by the existing contracts for the construction thereof, and shall also cause to be completed the portion of the said Western section now under contract, namely, from Kamloops to Yale, within the periods fixed by the contracts therefor, namely, by the 30th day of June, 1885, and shall also cause to be completed, on or before the 1st of May, 1891, the remaining portion of the said Western section, lying between Yale and Port Moody, which shall be constructed of equally good quality in every respect with the standard hereby created for the portion hereby contracted for; and the said Lake Superior section, and the portions of the said Western section now under contract, shall be completed, as nearly as practicable, according to the specifications and conditions of the contracts therefor, except in so far as the same have been modified by the Government prior to this contract.

7th. The railway constructed under the terms hereof shall be the property of the Company, and pending the completion of the Eastern and Central sections, the Government shall transfer to the Company the possession and right to work and run the several portions of the Canadian Pacific Railway already constructed or as the same shall be completed; and upon the completion of the Eastern and Central sections the Government shall convey to the Company, with a suitable number of station buildings and with water service (but without equipment), those portions of the Canadian Pacific Railway constructed or to be constructed by the Government which shall then be completed, and upon completion of the remainder of the portion of railway to be constructed by the Government, that portion shall also be conveyed to the Company, and the Canadian Pacific Railway shall become and be thereafter the absolute property of the Company; and the Company shall thereafter and forever efficiently maintain the work and run the Canadian Pacific Railway.

8th. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the Company shall equip the same in conformity with the standard herein established for the equipment of the sections hereby contracted for, and shall thereafter maintain and efficiently operate the same.

9th. In consideration of the premises the Government agree to grant the Company a subsidy in money of $25,000,000, and in land of 25,000,000 acres, for which subsidies the construction of the Canadian Pacific Railway shall be completed, and the same shall be equipped, maintained and operated; the said subsidies respectively to be paid and granted as the work of construction shall proceed, in manner and upon the conditions following, that is to say:—The said subsidy in money is hereby divided and appropriated as follows, namely:—Central section, assumed at 1,350 miles, 1st, 900 miles at $10,000 per mile, $9,000,000; 2nd, 450 miles at $13,333 per mile, $6,000,000; total $15,000,000. Eastern section, assumed at 650 miles, subsidy equal to $15,384.61 per mile, $10,000,000. Total $25,000,000. And the said subsidy in land is hereby divided and appropriated as follows, subject to the reserve hereafter provided for:—Central section, 1st, 900 miles at 12,500 acres per mile, 11,250,000 acres; 2nd, 450 miles at 16,666.65 acres per mile, 7,500,000;—18,750,000 acres. Eastern section, assumed at 650 miles, subsidy equal to 9,615.35 acres per mile —6,250,000. Total 25,000,000 acres.

Upon the construction of any portion of the railway hereby contracted for, not less than 20 miles in length, and the completion thereof so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies applicable thereto, according to the division and appropriation thereof made, as hereinbefore provided; the Company having the option of receiving, in lieu of cash, terminable bonds of the Government, bearing such rate of interest for such period and nominal amount as may be arranged, and which may be equivalent, according to actual calculation, to the corresponding cash payment, the Government allowing four per cent. interest on moneys deposited with them.

If at any time the Company shall cause to be delivered on or near the line of the said railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the railway, but in advance of the requirements for such construction, the Government, on the requisition of the Company, shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery, and a proportion of the amount so advanced shall be deducted, according to such terms and conditions, from the subsidy to be thereafter paid, upon the settlement for each section of twenty miles of railway, which proportion shall correspond with the proportion of such rails and fastenings which have been used in the construction of such sections.

Until the first day of January, 1882, the Company shall have the option, instead of issuing land grant bonds, as hereinafter provided, of substituting the payment by the Government of the interest (or part of the interest) on bonds of the Company, mortgaging the railway and the lands to be granted by the Government, running over such term of years as may be approved by the Governor-in-Council, in lieu of the cash subsidy hereby agreed to be granted to the Company, or any part thereof; such payments of interest to be equivalent, according to calculation, to the corresponding cash payment, the Government allowing 4 per cent. interest on moneys deposited with them; and the coupons representing the interest on such bonds shall be guaranteed by the Government to the extent of such equivalent; and the proceeds of the sale of such bonds, to the extent of not more than $25,000,000, shall be deposited with the Government, and the balance of such proceeds shall be placed elsewhere by the Company, to the satisfaction and under the exclusive control of the Government; failing which last condition the bonds in excess of those sold shall remain in the hands of the Government. And from time to time, as the work proceeds, the Government shall pay over to the Company, firstly, out of the amount so to be placed by the Company, and, after the expenditure of the amount deposited with the Government, sums of money bearing the same proportion to the mileage cash subsidy hereby agreed upon, which the net proceeds of such sale (if the whole of such bonds are sold upon the issue thereof), or if such bonds be not all then sold, the net proceeds of the issue, calculated at the rate at which the sale of part of them shall have been made, shall bear to the sum $25,000,000. But if only a portion of the bonds issued be sold, the amount earned by the Company, according to the proportion aforesaid, shall be paid to the Company partly out of the bonds in the hands of the Government and partly out of the cash deposited with the Government in similar proportions to the amount of such bonds sold and remaining unsold respectively; and the Company shall receipt the bonds so paid as cash, at the rate at which the said partial sale thereof shall have been made; and the Government will receive and hold such sum of money towards the creation of a sinking fund for the redemption of such bonds, and upon such terms and conditions as shall be agreed upon between the Government and the Company. If the Company avail themselves of the option granted by clause "D," the sum of $2,000 per mile for the first eight hundred miles of the central section shall be deducted *pro rata* from the amount payable to the Company in respect of the said eight hundred miles, and shall be appropriated to increase the mileage cash subsidy appropriated to the remainder of the said Central section.

10th. In further consideration of the premises, the Government shall also grant to the Company the lands required for the road-bed of the railway, and for its stations, station grounds, workshops, dock ground and water frontage at the termini on navigable waters, buildings, yards and other appurtenances required for the convenient and effectual construction and working of the railway, in so far as such land shall be vested in the Government; and the Government shall also permit the admission, free of duty, of all steel rails, fish plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges, to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all telegraph apparatus required for the first equipment of such telegraph line, and will convey to the Company at cost price, with interest, all rails and fastenings bought in or since the year 1879, and other materials for construction in the possession of, or purchased by, the Government at a valuation; such fastenings and materials not being required by it for the construction of the said Lake Superior and western sections.

11th. The grant of land hereby agreed to be made to the Company shall be so made in alternate sections of 640 acres each, extending back 24 miles deep on each side of the railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the Company receiving the sections bearing uneven numbers; but if any of such sections consist in a material degree of land not fairly fit for settlement, the Company shall not be obliged to receive them as part of such grant; and the deficiency thereby caused, and any other deficiency which may arise from the insufficient quantity of land along the said portion of railway to complete the said 25,000,000 acres, or from the prevalence of lakes and water stretches in the sections (which lakes and water stretches shall not be computed in the acreage of such sections), shall be made up from other portions to be selected by the Company in the track known as the fertile belt, that is to say, the land lying between parallels 49 and 57 degrees of north latitude or elsewhere, at the option of the Company, by the grant therein of similar alternate sections extending back 24 miles deep on each side of any branch line or lines of railways to be located by the Company and to be shown on a map or plan thereof deposited with the Minister of Railways, or of any common front line or lines agreed upon between the Government and the Company, the conditions hereinbefore stated as to the lands not fairly fit for settlement to be applicable to such additional grants; and the Company may, with the consent of the Government, select in the North-west territories any tract or tracts of lands not taken up as a means of supplying, or partly supplying, the deficiency; but such grants shall be made only from lands remaining vested in the Government.

12th. The Government shall extinguish the Indian title affording the lands therein appropriated, and to be hereafter granted in aid of the railway.

13th. The Company shall have the right subject to the approval of the Governor-in Council, to lay out and locate the line of the railway hereby contracted for as they may see fit, preserving the following terminal points namely:—From Calandar Station to the point of junction with Lake Superior section, and from Selkirk to the junction with the western section at Kamloops, by way of the Yellow Head Pass.

The Company shall have the right from time to time to lay out, construct, equip, maintain and work branch lines of the railway from any point or points along their main line of railway to any point or points within the territory of the Dominion, provided always that before commencing any branch they shall deposit a map and plan of such branch in the Department of Railways; and the Government shall grant to the Company the lands required for the road-bed of such branches, and for the stations, station grounds, buildings, workshops, yards and other appurtenances requisite for the efficient construction and working of such branches, in so far as such lands are vested in the Government.

15th. For twenty years from the date thereof no railway shall be authorized by the Dominion Parliament to be constructed south of the Canada Pacific Railway from any point at, or near, the Canada Pacific Railway, except such line as shall run southwest, or to the southward of southwest, nor to within fifteen miles of latitude 49 degrees; and in the establishment of any new province in the North-west Territories provision shall be made for continuing such prohibition after such est blishment until the expiration of the said period.

16th. The Canadian Pacific Railway and all stations and station grounds, workshops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the company, shall be forever free from taxation by the Dominion, or by any Province hereafter to be established, or by any municipal corporation therein; and the lands of the Company in the North-west Territories until they are sold or occupied, shall also be free from such taxation for 20 years after the grant thereof from the Crown.

17th. The Company shall be authorized by their act of incorporation to have bonds secured upon the land granted and to be granted to the Company, containing provisions for the use of such bonds in the acquisition of lands and such other holdings as the Company shall see fit, such issue to be for $25,000,000; and should the Company make such issue of land grant bonds, then they shall deposit them in the hands of the Government, and the Government shall retain and hold one-fifth of such bonds as security for the due performance of the present contract, in respect of the maintenance and continuous working of the railway by the Company as herein agreed for ten years after the completion thereof, and the remaining $20,000,000 of such bonds shall be dealt with as hereinafter provided; and as to the said one-fifth of the said bonds, as long as no default shall occur in the maintenance and working of the said Canadian Pacific Railway, the Government shall not present or demand payment of the coupons of such bonds, nor require payment of any interest thereon; and of any such bonds so to be retained by the Government shall be paid off in the manner to be provided for the extinction of the whole issue thereof, the Government shall hold the amount issued in payment thereof as security for the same purposes as the bonds so paid off, paying interest thereon at 4 per cent. per annum so long as any default is not made by the Company in the performance of the conditions hereof; and at the end of the said period of ten years from the completion the said railway, if no default shall then have occurred in such maintenance and working thereof, the said bonds, or, if any of them shall have then been paid off, the remainder of said bonds and the money received for those paid off, with accrued interest, shall be delivered back by the Government to the Company with all the coupons attached to such bonds; but if such default should occur the Government may thereafter require payment of interest on the bonds so held, and shall not be obliged to contine to pay interest on the money representing the bonds paid off; and while the Government shall retain the right to hold the said portion of the said land grant bonds, other securities satisfactory to the Government, may be substituted for them by the Company by agreement with the Government.

18th. If the Company shall find it necessary or expedient to sell the remaining $20,000,000 of the land grant bonds, or a larger portion thereof than in the proportion of one dollar for each acre of land then earned by the Company, they shall be allowed to do so, but the proceeds thereof, over and above the amount to which the Company shall be entitled as herein provided, shall be deposited with the Government, and the Government shall pay interest upon such deposits half-yearly, at the rate of 4 per cent. per annum, and shall pay over the amount of such deposit to the Company from time to time as the work proceeds, in the same proportions and at the same time and upon the same conditions as the land grant, that is to say, the Company shall be entitled to receive from the Government out of the proceeds of the said land grant bonds the same number of dollars as the number of acres of the land subsidy, which shall then have been earned them, less one-fifth thereof, that is to say, if the said bonds are sold at par, but if they are sold at less than par then a deduction shall be made therefrom corresponding to the discount at which such bonds and such land grant shall be secured to them by Government, subject to the charge created as security for the said land grant bonds, and shall remain subject to such charge till relieved thereof in such manner as shall be provided for at the time of the issue of such bonds.

19th. The company shall pay any expenses which shall be incurred by the Government in carrying out the provisions of the two last preceding clauses of this contract.

20th. If the Company should not issue such land grant bonds, then the Government shall retain from out of each grant to be made from time to time, every fifth section of the lands hereby agreed to be granted, such lands to be so retained as security for the purposes and for the length of time mentioned in section 18th hereof, and such land may be sold in such manner and at such prices as shall be agreed upon between the Government and the Company, and in that case the price thereof shall be paid to and held by the Government for the same period and for the same purposes as the land itself, the Government paying four per cent. per annum interest thereon, and other securities satisfactory to the Government may be substituted for such lands or money by agreement with the Government.

21st. The Company to be incorporated with sufficient powers to enable them to carry out the foregoing contract, and this contract shall only be binding in the event of an Act of incorporation being granted the Company in the form hereby appended as schedule "A."

22nd. The Railway act of 1879, in so far as the provisions of the same are applicable to the undertaking referred to in this contract, and in so far as they are not inconsistent herewith, or inconsistant with or contrary to the provisions of the Act of Incorporation to be granted to the Company, shall apply to the Canadian Pacific Railway.

In witness whereof, the parties hereto have enacted these presents at the City of Ottawa this 21st day of October, 1880. Signed—Charles Tupper, Geo. Stephen, Duncan McIntyre, John S. Kennedy, R. B. Angus, Morton, Rose & Co., Kohn, Reinach & Co., per P. Du P. Grenfell; James J. Hill, per his attorney Geo. Stephen.

PERTH COUNTY COUNCIL.

The county council met in the court-house Stratford, on the 7th inst. A number of accounts and papers were referred to committees. An opinion was submitted from Mr. Dalton McCarthy, Q. C., on the question of the recent amalgamation of the Port Dover and Stratford and Huron railways with the Grand Trunk, the gist of which was that if the agreements as to the completion of the road were not fulfilled, the trustees ought to have in their possession 25 per cent. of the bonus voted, and could be enjoined from paying it over; if they had paid it they were personally responsible. The amalgamation was within the corporate power of the two local companies, and as the line did not run in the same direction as the Grand Trunk, that road was not prevented from entering into a lease or working arrangement. A motion was passed instructing the warden and clerk to memorialize the Ontario Legislature to pass a bill at the coming session to prevent the exaction of market fees on farm produce in towns and villages. Mr. John Corrie, superintendent of the county roads, submitted a report of his year's work. The roads have been placed in a good state of repair. The putting up of wire fences as a protection against snow drifts is recommended. Some repairs are required on the culverts and covering of bridges. The northern road had received a fair share of repairs, but the amount allowed was not sufficient to place it in a good condition. It has been found necessary to make some repairs and additions to the jail and reg. office. The following statement of the expenditure was submitted:—

Huron Road, N. and S. Easthope	$	558.13
" Downie and Ellice		470.00
" Fullarton and Ellice		178.00
" Fullarton and Logan		280.00
" Logan and Hibbert		257.00
Northern gravel road		1401.11

Several accounts were ordered to be paid. The subject of the proposed county poor house was briefly referred to, and it was recommended that action be deferred until a conference was had with the council of Stratford, and a full report submitted at next session of the council. An account of $50 from Crooks, Kingsmill & Cattanach for their opinion with reference to the lease of the Stratford and Huron Railway to the Grand Trunk Co., and a similar one from D. McCarthy, Q. C., was coupled with a recommendation to charge Stratford with one-half. The report closed with recommendations to pay the clerk $25 and the Road Inspector $25 for extra work.

WALLACE.

Wallace Council meets to-morrow (Saturday,) to wind up the municipal affairs of the year.

Municipal matters in the township are comparatively quiet as yet. With the very satisfactory statement of the finances of the township which the present Council is able to lay before the ratepayers, it is not probable that any marked change will be made in the *personnel* of the board at the approaching elections. However, a number of probable candidates are spoken of for the municipal offices, in addition to the present incumbents, and a close contest is likely to ensue.

Maple Leaf L. O. L. No. 656, Wallace, held its annual election of officers for the ensuing year, when the following officers were duly elected and installed: Bro. Joseph Moffet, W. M.; Bro. James Lochart, D. M.; Bro. James Beatty, Chaplain; Bro. John Rummerfield, Sec.; Bro. James Long, Treas.; Bro. Lloyd Burns, D. of C.; Bro. John Cummins, 1st Committeeman; Bro. Matthew McDermott, 2nd Com.; Bro. Henry Westgate, 3rd Com.; Bro. Alfred Birthman, 4th Com.; Bro. Wm. Gommerson, 5th Com.; Bro. Thomas Cartmill, Tyler.

The law requires the use of the Imperial Measure. Every size onhand at J. H. SMITH'S

Manufacturers of reapers, mowers and threshing machines prefer "Castorine" Machine Oil to any other. It will outwear lard, seal or elephant, and is warranted not to gum.

ELMA.

Municipal matters in Elma are beginning to be discussed pretty freely, and a spirited contest is promised in some sections of the township, where we hear there are several candidates in the field for the councillorship chairs. In the Trowbridge section the names of Messrs. John Mann and Jacob Bray, among others, are spoken of. We understand that this section is determined to be represented in the council next year, and with that object a meeting for the selection of a candidate will be held at the Trowbridge hotel on Monday evening next. In No. 3 section Messrs. S. S. Rothwell and R. W. Keith are in the field, and in the southern portion of the township the battle is raging between that sturdy mariner, ex-councillor McKenzie, and Mr. Smith, the present representative. It is quite probable that the present efficient Reeve, Mr. Knox, will be returned by acclamation. Should Mr. Lochhead again offer himself he will also no doubt be elected without opposition.

CARTHAGE.

CHURCH DEDICATION AND SOIREE.—The Canada Methodist body of this neighborhood, after an effort which is most commendable, especially as the Church is far from being strong in numbers, have succeeded in erecting a very ornate and suitable place of worship. The church is a brick veneered building, 50 by 32 feet dimensions, with seating capacity for about three hundred persons. Messrs. J. & J. Large of Listowel, were the contractors, and have performed their work well. The contract price was $1,000, which does not include painting, that yet remaining to be done. The Church will be opened and dedicated on Sunday, 23rd January, the dedicatory services being conducted by Rev. John Wakefield, of Hamilton, President of the London Conference, assisted by the Rev. Chas. Lavell, of Palmerston, Chairman of the Wellington District. Sermons will be preached by these gentlemen at 10 a. m., 2.30 p. m., and 7 p. m., on the day of opening. The following evening a grand soiree will be held in the Church. Refreshments will be served from 6 to 8, after which addresses will be delivered by the President of the Conference, the Chairman of the District, and by Revds. J. E. Croly, of Millbank, John Kay, of Milverton, Chas. Deacon, former pastor of the Wallace circuit, and Rev. H. Berry the present pastor. The addresses will be interspersed with vocal and instrumental music by an efficient choir. This will no doubt be the event of the year in this place, and very large gatherings are expected.

Special at Roy & McDonald's—Ladies' mantles, ulsters and dolmans, ready-made and made to order, in first class style, excellent fit guaranteed, by Mrs. Leslie and Miss Reid. Goods sold in the house cut and fitted free of charge.—41

SOMETHING NEW AND OLD.—New goods for the winter wear, consisting of dress goods, shawls, mantles, overcoats, boots, hosiery, furs, robes, ladies', gents', misses' and children's fur caps, clouds, mufflers, and a thousand and one other things, all of which will be sold at a small advance on cost, at the old reliable store, No. 3, Main st., Listowel.

JOHN RIGGS, Proprietor.—42.

In remarkable efforts to regain subscribers, many publishers seem entirely to overlook those already on their lists. To such claimants to their list of subscribers they offer very great inducements, by which they cheapen the paper to those who do not now subscribe for it, while for every one gained perhaps one or more old subscribers drop off, and take another paper whose inducements to new subscribers seem more attractive. These publishers in their struggle after a large subscription list lose at one end what they gain at the other, and at the same time depreciate the price of their paper. The Montreal *Witness* is not one of these. Its special endeavor seems to be to increase the value of the paper to those who already patronize it, and any very special inducement to new subscribers is made through the old ones, so that the old subscriber gets equal advantage. The special offer this year is the presentation of the celebrated picture, "CHRIST LEAVING THE PRAETORIUM," to every old subscriber of the *Weekly Witness* who sends a new subscription with his own, and the new subscriber gets a copy as well. If the minister is anything