

LISTOWEL STANDARD.

FRIDAY, MAY 9, 1879.

MEETINGS IN WALLACE.

Mr. McDermott will address the electors of Wallace this (Friday) evening at 7 o'clock in the hall. This being the first public meeting of the campaign, considerable interest attaches to it, electors of the township should therefore endeavor to attend in as large numbers as possible. Mr. T. G. Fenwick and other prominent gentlemen are also expected to deliver addresses on the issues now before the people. Mr. McDermott will be the first to take the stand, and will be followed by Mr. Fenwick. The initiative in meeting the electors publicly and above board, exhibits a preparedness to set forth the platform upon which he seeks the suffrages of the electors. His platform is a sound one, and the electors will be afforded ample opportunity of judging, and we are thoroughly convinced that their judgment will be in favor of Mr. McDermott's policy. The simple facts connected with the general misrule of the Mowat Government during its eight years tenure of office are so plain and so potent arguments that need be added to prevent them from being reinstated in positions of trust that they have proven themselves unfit to occupy. To be of such systematic mal-administration is the honorable determination of Mr. McDermott, and with this good cause before him he is confident that he will be elected to the honor of North Perth with the utmost confidence that their assistance will be generously given him. Mr. McDermott will be followed by Mr. Fenwick, and other electors of the township publicly during the next few days. Tomorrow (Saturday) meetings are announced for Wallaceville and the electors of the township will meet at 7 p. m.

SOUTH PERTH.

At a large Convention of influential Conservatives of South Perth, at Mitchell on Monday last, Mr. Jacob Brunner was unanimously nominated to conduct the riding as Conservative candidate at the approaching Local Elections. Mr. Brunner is an old resident of Wallace, and held a seat on the County Council board for several years, and is a man well qualified to represent South Perth in the Ontario Legislature. The Conservative electors of the township, who are in the support of his German friends in the township, which there is very little doubt of his securing, his chances of election are excellent. The present prospect of regaining the riding from the avicious manipulators of the Local Government chest should inspire Conservatives in the township to co-operate actively in securing Mr. Brunner's return by a respectable majority.

MASS MEETING AT WINGHAM.

A grand Conservative mass meeting will be held in Wingham on Thursday, the 15th day of June, 1879, at one o'clock p. m., under the auspices of the Wingham Liberal Conservative Association, on which occasion Mr. J. M. Wilson, M. P., leader of the Opposition, Hon. Mr. Morris, M. P., W. H. Scott, Esq., M. P., Dr. Holmes, Conservative candidate for East Huron, T. Kelly, Esq., Conservative candidate for West Huron, G. H. Jackson, Esq., Conservative candidate for South Huron; Robert Baird, Esq., Warden of Bruce, Conservative candidate for South Bruce, and several other prominent Conservatives will be present and address the meeting on the political questions of the day. At the Ontario elections will take place on the 5th June next, it is important that every elector be present to hear the views of the Conservative candidates, and to give their vote for the candidate of their choice. Arrangements for reducing fares have been made with the W. G. & B., and L. H. & B., railways.

THE TYNE BOAT RACE.

Ed. Hanlan an East Victor. He Wins by Six Lengths—And Might Have Won by Half a Mile—He Rows Elliott for the Championship on 16th June. Newsfile on Tyne May 5, 2.30.—The great champion rowing match between John Hanlon, of Delaval, and Edward Hanlan, of Toronto, came off this afternoon, in the presence of many thousands of spectators, who occupied the available positions on both sides of the river. The race was for 2200 yards, and was a straight race, the distance being the same as that of the Maitland Suspension Bridge, the entire distance measured in the centre of the channel being 2150 yards. The course was a comparatively straight one, but by keeping well up the North shore the distance was lessened by some 50 yards.

London, May 5.—The Standard's report of the race says—Hanlan won the loss for position and took the north side, which gave him the advantage of the wind. Before the start 5 to 1 was offered and taken on Hanlan, but only to a limited extent. At a little before 2 o'clock the men took their positions at the starting line. At the first attempt they started by mutual consent. At the end of the first 100 yards Hanlan had drawn a length ahead, and in the next 100 yards he fully a length clear with ease, improving his position before the end of the first quarter mile. It seemed that he was bound to win, and he was accordingly hailed as the victor. He frequently looked over his shoulders to see that the course was clear, apparently not exerting himself to his fullest powers, and seeming quite at ease, as if confident of the result. Approaching Red Hangar Hanlan put on a spurt, but it had no effect. Hanlan also quickened up and passed under the bridge with a lead of three lengths. Hanlan struggling manfully on rowed well and fast, while his opponent continued his easy, quiet style, never apparently exerting himself. After passing under the bridge the Canadian actually drew rowing. He allowed Hanlan to draw up almost on a level with him, and in a few minutes strong strokes, drew away and regained his lead of nearly three lengths. The race was from the very first a one-sided affair notwithstanding Hanlon rowed gamely. More than once Hanlan allowed the Tynesider to draw up, but with the greatest ease quickly resumed the lead. Near the top of King's Meadows the men were both in very rough water. Hanlan ceased rowing and Hanlon with half a dozen strokes pulled up on a level with him. Hanlon pulled and nodded to his pilot, who was following in a cutter, and at once drew away. A little further on Hanlan, to the amusement and astonishment of many, stopped rowing, spun the water out of his boat, and then setting quietly to work again drew away with ease, and this he did two or three times. He eventually won in the easiest of winners by five lengths, and could have won by any distance he liked. His time was 22 minutes 5 seconds. Hanlon acknowledged defeat by a capital cheer, and his easy defeat shows what the Canadian can do.

THE NEWCASTLE GRENDAZE. The Newcastle Grendaze says he is reputedly one of the most finished swimmers he ever seen. His slide is exceptionally long, and he uses it to the fullest extent, thereby taking a grand sweeping stroke, when he exerts his strength seems almost to lift the boat out of the water, though it always travels gracefully on every keel. If he had chosen he might have won the race by half a mile. The greatest credit is due to Hanlon for persevering in a disheartening task.

THE ENGLISH CHAMPIONSHIP.

A meeting relative to the championship of England was held at Newcastle on

Friday, Colonel Shaw, Hanlan's Canadian supporter, had a splendid start, and was soon others were present. The editor of the Sportsman presided. He congratulated the Canadians on their brilliant victory. The race itself had been characterized by the greatest fairness. The chairman then explained the circumstances in regard to the challenge for a match between Elliott and an unknown. The challenge had been made public, as it was considered only right that Elliott, the present champion, should dispose of all opponents at home before he visited Australia. A telegram from the Marquis of Lorne, was here read. Hanlan replied that he would have the telegram framed as a memorial.

Articles were then signed between Hanlan and Elliott, on the 16th of June, for £200 a side and the championship of England and the Sportsman challenge cup; half the stakes deposited as security, the remainder payable on the 15th of June. The proceedings terminated with a vote of thanks to the Chairman and Col. Shaw at the close of the meeting.

TREMENDOUS EXPLOSION.

DYNAMITE DISASTER AT STRATFORD.

Two Lives Lost and Many Persons Injured in the Town.

Thirty-Six Freight Cars Destroyed and Sixty-Dynamite—Loss Half a Million. The explosion at Stratford, Ontario, on May 8th, was one of the most terrible disasters of the kind—cars and sheds torn to pieces—human limbs scattered everywhere—lives lost, and property of all kinds—Some Miraculous Escapes—List of Damages.

Stratford, May 8.—This town was the scene of a very remarkable accident this morning, and one of the most disastrous which has yet occurred in the history of railroading in Canada. The scene of the occurrence was the Grand Trunk Railway yard at the south of the town, where a large quantity of dynamite, for use in the construction of a new tunnel, was being stored. The dynamite was piled up in a car on the track, and a fire was kindled in the yard. It is fortunate that the yard was not full of dynamite, as the consequences would have been awful. But, as it is,

the destruction of human life and property is lamentable. It is said here that the explosive, of whatever description it was, whether dynamite, nitro-glycerine or some other kind, was exploded by accident, as the men working on the tunnel were not supposed to be near it. The explosion was so violent that it was felt in all the houses in the town, and many persons were killed and injured. The loss of property was estimated at half a million dollars.

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LETTER FROM MANITOBA.

The bridge across the Grand River at Galt for the Credit Valley Railway Co., is to be built by the Canton, Ohio, Bridge Company for \$20,000. It will be 60 feet high, and 1,000 feet long, and will be a handsome structure.

Chicago Inter Ocean.—The business outlook from various sections is cheering. The great Northwest is alive with bullock farmers. Farmers are full of encouragement, and a greater acreage than ever before will be harvested the coming year. Real estate, the last thing that is being sold in the East. In Chicago bargains no longer go a begging. Business prospects in good locations especially, is much sought after. A revival is also reported in the East. Antislavery Canadian Reformers, who know all about it, will persist in their efforts to see that the country is not longer a beggar. Business prospects in good locations especially, is much sought after. A revival is also reported in the East. Antislavery Canadian Reformers, who know all about it, will persist in their efforts to see that the country is not longer a beggar.

The St. Mary's Town Council has passed a by-law, for submission to the people of the town, to raise \$60,000 for the proposed railway from Woodstock or Ingersoll to this town. No opposition was made to the by-law by any of the councillors. Voting takes place on the 27th of May.

IRON IN NEW ZEALAND.—The Government of New Zealand has within a few months more than one hundred miles of sand miles of railroads within its colony, all the material of which, except the sleepers, having been transported, at a cost of \$1,000,000. The present Minister of Public Works Mr. James MacAndrew, has undertaken the experiment, with a view of promoting the iron industry in New Zealand, by the use of iron sleepers, and has already procured proposals for one hundred thousand tons of steel rails, to be made from the native ores of New Zealand.

S. BRIDGES & Co. have appointed wholesale agents for Clark's celebrated Diamond Dust Polish, for cleaning and polishing gold, silver, nickel and glass. WALL PAPER.—A large variety of English and American wall papers has been received at Dr. McEwen's book and stationery store. The collection includes patterns to select from, and at the very lowest prices. No trouble to show goods. An inspection invited.

A GRAND CHANCE! CLEARING OUT AT COST! ALEX. MCKENZIE, MERCHANT TAILOR, is now selling off his stock of Canadian, Scotch and Tweeds, French Worsters, Tailors Trimmings, etc., at and under cost for cash, for two months.

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