

Business Cards.

OLIVER & MACDONALD, Barristers and Attorneys-at-Law, Solicitors, Notaries Public, &c. Office—Corner of Wyndham and Quebec Streets, up stairs, Guelph, Ont. (dw)

FREDERICK BISCOE, Barrister and Attorney at Law, Solicitor in Chancery, Conveyancer, &c. Guelph. Office, corner of Wyndham and Quebec Streets. (dw)

STEPHEN BOULT, Architect, Contractor and Builder, Planing Mill, and every kind of Joiner's Work prepared for the trade and the public. The Factory is on Quebec street, Guelph. (dw)

CARVER & HATHERLY, Contractors, Wall Sinks and General Jobbers, Excavations of all kinds undertaken by the day or job. Residence, Liverpool St., near Ryan's ashery. (dw)

THORP'S HOTEL, GUELPH, remodelled and newly furnished. Good accommodation for commercial travellers. Free omnibus to and from all trains. First-class livery in connection. May 14 dw J. A. THORP, Proprietor

WILLIAM J. PATERSON, Official Assignee for the County of Wellington. Office—Opposite Town Hall, Guelph. dw

JOHN KIRKHAM, Silver Plate and Brass Finisher. All orders promptly attended to. Shop—Opposite Chalmers Church, Quebec street, Guelph. (dw)

LEMON & PETERSON, Barristers and Attorneys at Law, Conveyancers and Solicitors in Chancery. Office—Brownlow's New Buildings, near the Registry Office.

A. LEMON, H. W. PETERSON, CHAS. LEMON, County Crown Attorney

GUTHRIE, WATT & CUTTEN, Barristers, Attorneys-at-Law, Solicitors in Chancery. GUELPH, ONTARIO.

W. R. CUTTEN, W. H. WATT, Guelph, March 1, 1873 (dw)

O'CONNOR'S BILLIARD HALL, IN THE QUEEN'S HOTEL, GUELPH, OPPOSITE THE MARKET. Refitted in the latest fashion. Finest style of Billiard Tables. (dw)

W. H. TAYLOR, ABERRAGE SILVER PLATER, GUELPH. Only one this side of Toronto. All work warranted the best. Prices sent on application. (dw)

NEW COAL YARD. The undersigned having opened a Coal Yard in Guelph is prepared to furnish all kinds of Hard and Soft Coal At moderate prices. Orders left at the store of John A. Wood, Upper Wyndham Street, will be promptly attended to. GEO MURTON, Guelph, Nov. 1, 1872 (dw)

DOMINION SALOON.

FRESH OYSTERS IN EVERY STYLE. The best liquors and cigars always in stock. DENIS BUNYAN, Guelph, Sept. 30, 1872

F. STURDY, House, Sign, & Ornamental Painter. GRAINER AND PAPER-HANGER. Shop next to the Wellington Hotel, Wyndham Street, Guelph. (dw)

IRON CASTINGS. Of all kinds, made to order at **CROWE'S IRON WORKS,** Norfolk Street, Guelph. 15dw JOHN CROWE, Proprietor

IRON AND BRASS. Castings of all kinds made on short notice at **THE GUELPH UNION FOUNDRY.** We also keep on hand four qualities of **BABBITT METAL.** HARLEY & HEATHER, Heskisson Street, Guelph. (dw)

J. MARRIOTT, Veterinary Surgeon. Having lately arrived in Guelph from England, and taken up his residence here, intends continuing the practice of his profession. Orders left at the Veterinary Office, or at H. A. Kivland's, Paisley Street, opposite Howard's saw foundry, will be promptly attended to. Having had great experience in all diseases of Horses and Cattle, all cases placed under his treatment will receive the greatest attention. Charges moderate. (dw)

PRIZE DENTISTRY. DR. ROBERT CAMPBELL. Licentiate of Dental Surgery. Established 1864. Office next door to the "Advertiser" Office, Wyndham-st., Guelph. Residence opposite Mr. Bond's Factory. Street Teeth extracted without pain. References: Drs. Clarke, Eeck, McGeorge, Harold, McGregor, and Gowan, Guelph. Drs. Buchanan and Phillips, Toronto; Drs. Elliot and McGeary, Kingston. (dw)

W. M. FOSTER, D.D.S., SURGEON DENTIST, GUELPH. Office over E. Harvey & Co's Drug Store, Corner of Wyndham and Macdonell-sts. Guelph. (dw)

New Advertisements.

10,000 BUSHELS OF CORN FOR SALE. A. R. DAVIES, On the Market. Guelph, Mar. 13. dw

TO LET. With immediate possession, the home cellar, rooms, offices, and several rooms. Situated on the R. C. Globe. Apply to McMillan & O'Connor. (dw)

BUILDING SITE FOR SALE. In town, well cultivated, well fenced, 44 acres, spring creek running across, 29 assorted fruit trees, frame stable, &c. Terms easy. For particulars, apply to Robt. Mitchell, No. 1, Day's Block. (dw)

BLACKSMITH AND APPRENTICE WANTED. Wanted immediately, a Journeyman blacksmith. A good hand only need apply. Also, an apprentice to the blacksmith business. Apply at once to Jas. Lakin, Merrick-st. (dw)

TO LET. With immediate possession, the home cellar, rooms, offices, and upper story in Brownlow's Buildings, on Douglas street, near the Post Office. Apply to John Korman, or William Day, Guelph, Feb. 12, 1873. (dw)

FOR SALE. Lot 71, on Wyndham Street, known as the Blacksmith Shop Lot. Clear title and immediate possession given. Also, a first-class stone house to rent. Apply to Denis Coffee at Guelph, December 27th, 1872. (dw)

WANTED. A man and wife for a farm in Howick. The man must have a knowledge of farm work, and his wife will live in, and have charge of the house. Application to be made to Wm. Wilks, Guelph. (dw)

D. BROCK, OFFICE AND RESIDENCE. Directly opposite Chalmers Church, Quebec street, Guelph. Dr. Brock having returned from the South, will attend to all professional calls as usual.

TEA MEETING. A Tea Meeting in aid of the British Methodist Episcopal Church, will be held in the TOWN HALL, on THURSDAY EVENING, April 3rd. Addresses will be given by the Rev. Seth D. W. Smith, of Halifax, N.S.; Rev. Messrs. W. S. Ball, George Woods, J. F. Metzger, and Robert Johnson, the pastor in charge. Doors open at 8. Tickets 25c. Guelph, April 1, 1873. (dw)

DESIRABLE PROPERTY FOR SALE.—Consisting of 14 acres of excellent land, with good rockcut cottage, stable, etc., within one mile of Guelph Market House. This offers a good chance for market gardeners, or others desiring a few acres in a retired locality close to market. Will be sold cheap. Title perfect. Apply to Hart & Spiers, 4 Day's Block, Guelph. (dw)

REMOVAL OF OFFICES. **Lemon & Peterson** have removed their offices to Brownlow's new buildings, near the Registry Office, Douglas street, Guelph, March 22nd, 1873. (dw)

HAY FOR SALE. From 40 to 20 tons of hay for sale, by the ton or load. Will be sold on the farm, and can be weighed on the scales at Wilson's Corner. Apply to JOHN LAIDLAW, JAMES LAIDLAW, Paisley Block, Guelph, March 24, 1873. (dw)

Good Words, Sunday Magazine, Family Herald, Young Ladies Journal, Pleasant Hours, Wedding Bells, Pashley's Bookstore, Day's Block, FOOT OF WYNDHAM STREET. Guelph, April 3, 1873. C. F. PASHLEY, dw

PLOUGHS. Just received, a quantity of the celebrated **Gray Ploughs,** From Scotland, manufactured by Gray & O'dington, near Glasgow.

THE PORTER, ONTARIO & VICTOR Steel board Ploughs; also some cheap Cast Iron Ploughs on hand. Prices from \$7.50 to \$30. A good assortment of Stoves and Tinware for sale cheap. **W. HEATHER,** Corner Woolwich-st. and Eramosa Road Guelph, 2nd April, 1873. (dw)

SMOKERS, FOR A GOOD SMOKE Use the "Myrtle Navy." See T. & B. on each plug. **Price so low that all can Use it.**

CAUTION.—The Brand "MYRTLE NAVY" is registered, and any infringement on it will be prosecuted. The name TUCKETT & BILLS is used on each, and T. & B. on each plug. Hamilton, Feb. 10, 1873. (dw)

VALUABLE PROPERTY FOR SALE. The subscriber offers her House and Lot for sale situated on Paisley street.

THE CANADIAN MONTHLY.—Adam Steveson & Co., Publishers, Toronto, have sent us the April number of this national review. Contents: The Grand Trunk and other Railways of Canada; Little Dorina; a Fenian story; The Burning of the Caroline; Wanderings in Spain; The Benedicta; Current Events; an Australian Romance; Science and Nature. For sale at the Bookstores.

RAILWAY TIME TABLE.

Arrangement—On after Monday, 18th November:

Grand Trunk Railway

Trains leave Guelph as follows:

WEST	
2:17 a.m.	9:45 a.m.; 1:50 p.m.; 6:00 p.m.; 8:38 p.m.
EAST	
8:05 a.m.	7:30 a.m.; 11:00 a.m.; 4:12 p.m. and 8:33 p.m.

Great Western—Guelph Branch.

Going South—4:30 a.m., 12:35 p.m. 1:03 p.m. for Hamilton; 4:55 p.m.

Going North—11:45 a.m. for Clifford; mixed 1:15 p.m. for Clifford; 4:55 p.m. for Fergus; 8:25 p.m. for Fergus.

THIS MORNING'S DESPATCHES.

The Presidency of the French Assembly.

Fresh Troubles in Madrid.

Attempted Assassination of a Sheriff.

His Wife is Shot with the Bullet Intended for Him.

Paris, April 3.—President Thiers, Count de Remusat, Minister of Foreign Affairs, and M. Goullart, Minister of Interior, called upon M. Grevy last evening, and endeavored to persuade him to again assume the Presidency of the National Assembly. M. Grevy, however, was firm in his determination to relinquish the office, and announced that he would not again accept the position. The deputies of the left called upon Grevy and congratulated him upon his firm attitude. It is believed that Grevy will accept the leadership of the Left in the Assembly.

Madrid, April 3.—The population of Madrid manifest a hostile disposition towards the municipality of the city, and as the latter are determined not to resign, trouble is apprehended. The Municipality of Madrid is guarded by militia. The municipality of Cadix have demanded of the Government the withdrawal of all troops from that city.

Baton Rouge, La., April 3.—An attempt was made to assassinate Raymond Richard, colored Sheriff elect of west Baton Rouge, night before last, which resulted in the murder of his wife, who received the fire of the assassin. Five hundred dollars reward is offered by the citizens for the arrest of the murderer.

New York, April 3.—Arrived, steamships *Hyoming* and *London* from Liverpool.

NEW AND SEASONABLE GOODS.

WHOLESALE AND RETAIL.

NEW BUCKWHEAT FLOUR, ILLINOIS WHITE CORNMEAL, ILLINOIS RYE FLOUR, ST. LOUIS HOMINY, NEW PRUNES, OLD PRUNES, DRIED APPLES, WHITE BEANS, PEARL BARLEY, POT BARLEY, PATNA & ARRACAN RICE.

Canned Peaches, Tomatoes, Corn, Peas and Cherries.

At John A. Wood's, Alma Block and Lower Wyndham-street. Guelph, March 26, 1873. (dw)

Guelph Evening Mercury.

THURSDAY EV'G. APRIL 3, 1873.

Local and Other Items.

REMEMBER the tea-meeting in the Town Hall, this (Thursday) evening, in aid of the British Methodist Episcopal Church. Admission, 25 cents.

THE LATE ASHERY TRAGEDY.—Thomas Lardau, who was scalded by being put into boiling lye in Forbes's ashery, Hamilton, died of his wounds at the hospital, at half-past three o'clock Wednesday morning. Dr. White is holding an inquest on the body.

USE MAKES MASTER.—An old cab horse, which had evidently been turned out for a much needed holiday, followed the hack to the station ground this morning, remaining on the outside of the fence, and winking knowingly. So soon as the train arrived he scampered off in the direction of his stable.

KILLED.—An old man named Jerry Coughlin, formerly employed as porter in the New York Central freight-house, was killed last Monday evening at Suspension Bridge, by being run over by a locomotive. He was standing on the crossing when the engine, backing towards the Falls, passed over him, crushing him badly. He died instantly.

WANT'S NO FUNNY.—Two factious young boarders on Park Street, Hamilton, who had been in the habit of filling a stove pipe with broom splints, and playing other tricks on their landlady, had no room to complain when one morning one of them found a quart of stewed apples in his boots, and the other a pint of molasses in his. Just ask those chaps how about molasses or apples: that's enough.

VEDURE.—Farmers to whom we have been speaking, say that the other day when the snow cleared off the fields enough to allow the surface of the ground to be seen, that the grass and wheat had quite a refreshingly green and healthy appearance. If all goes well for the rest of the season, they anticipate excellent crops of wheat and hay. They claim that they have not had such protection from the snow for years as there has been the past winter. Good.

DEATH OF AN OLD SETTLER.—In the press of business yesterday, we were unable to refer to the death of Mr. John Taylor, an old and respected resident of Paisley Block, which took place on Wednesday morning from congestion of the lungs. Mr. Taylor was in poor health for many years, being troubled with asthma. He had given up farming some time ago, and was about to move into town. Deceased was well known and much respected by a numerous circle of friends.

HORSE TRADING.—On Wednesday afternoon, after the business of the fair was over, the owners of "trading nags," to the number of close on one hundred, took up position on McDonnell street, and the scene which ensued bears description. Used up stage and livery horses were traded off for good, sound three and four year olds. Animals afflicted with all the evils that equine flesh is heir to, stood high in the estimation of those who had recently been introduced to "John Barleycorn," and many a man on opening his stable door this morning, has repented of his foolishness when too late. "Bought sense is better than taught sense."

BLACKWOOD FOR MARCH.—We are indebted to the Leonard Scott Publishing Company, 140 Fulton Street, New York, for the March number of this excellent monthly. Contents: The Parisians; Explorations; A True Reformer; Grouse-driving; The Commencement of the Session; Lord Lytton. For sale at the bookstores.

The Wreck of the "Atlantic."

FULLER PARTICULARS.

The Loss of Life not so large as first Stated.

THE CAPTAIN'S STATEMENT.—BREVITY OF THE OFFICERS.

Halifax, April 2.—Accounts vary concerning the numbers lost and saved. The rescued are now reported to be about 300 men and one child, principally German emigrants, and crew. As there was no time to save the ship's papers or other documents, their fate remains to be ascertained. The steamer *Delta* has just arrived this afternoon with the survivors from the wreck, and arrangements are made to have them well cared for. She reports that the *Atlantic* has not broken up, and the cargo, which is large and valuable, is not afloat, with the exception of that on deck, which was very little. Several vessels, with diving apparatus, had arrived at the wreck, and commenced operations for the removal of the dead bodies and cargo. The names of the survivors are not known yet, and it is doubtful if any of the lost passengers are among them. The disaster was so soon over that hundreds could have known nothing of the danger. Of three hundred women and children, the majority were swept out of the steerage, drifting past the vessel on the crest of an immense wave and carried seaward and seen no more.

Halifax, N. S., April 2.—The latest report shows that of all the souls on board, 413 were saved, and somewhere about 560 lost. There were among these 350 women and children. Strong parties of men are engaged recovering the dead bodies, a large number of which, many of them those of females, have been washed ashore.

The *Delta's* passengers, in number 320, landed on Cunard wharf late this evening. They were mostly men from 10 to 25 years of age, many in a pitiable condition, and some of them had been bruised, their clothes torn and drenched, some with bits of carpet matting and blankets round them, and all fretted and sick from exposure all night. On reaching the locality it was found that a considerable number more than at first had been picked up and saved. Some old and feeble persons have died after being rescued from exhaustion and cold.

The divers are expected to be successful in saving goods if the weather is favorable.

The chief officer, though a long time in a perilous position alone on the rock, was at last saved. He supported a lady who was on the rigging with him until she died.

It is understood the Government will hold an investigation at once.

The following is the Captain's statement: "Sailed from Liverpool March 29th, during the first part of the voyage had favorable weather and easterly wind; on the 24th, 25th and 26th experienced heavy south-west and westerly gales, which brought the ship down to one hundred and eighty miles a day. On the 31st of March the engineer's report showed only about 127 tons of coal on board. We were then 460 miles east of Sandy Hook, wind S. W. and high westerly swell and falling barometer, the ship steaming only eight knots per hour. The following is the Captain's statement of a gale short, out from any port of supply, and so decided to bear up for Halifax. At 1 p. m., 31st, Sambre Island north, 5 degrees east, distant 170 miles, ship's speed varying from eight to twelve knots, and immediately swept away all the port boats, and commenced clearing away the weather boats; rockets were fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship keeled heavily to port, rendering the starboard boats useless. Seeing no help could be got from the boats, I got the passengers into the rigging and outside the rails, and encouraged them to go forward where the ship was highest and less exposed to the water. The third officer, Mr. Brady, and the quarter-masters Owens and Speakman, having by this time established communication with the outlying rock, about forty yards distant, by means of a line, got four other lines to the rock, along which about two hundred people passed. Between the rock and the shore was a passage one hundred yards wide. A rope was successfully passed across this, by which means about fifty got to the land. Through the exertions of Mr. Brady, third officer, the islanders were aroused, and by six a. m. three large boats came to our assistance. By their efforts all who remained on the side of the ship and on the rock were landed in safety, and cared for by a poor fisherman named Clancy and his daughter. During the day the survivors, to the number of 429, were drafted off to the various houses scattered about the village. The resident magistrate, Edmund Ryan, rendered valuable assistance. The chief officer having got up the mizzen rigging, the sea cut off his retreat. He stood for six hours by a woman who had been placed in the mizzen rigging. The sea was too high to attempt his rescue. At three p. m. a clergyman, Rev. Mr. Ancient, succeeded in passing him a line and getting him off. Many of the passengers, saloon and steerage, died in the rigging from cold, amongst the number the purser of the ship. Before the boats went out I placed two ladies in the life boat, but, finding the boat useless, carried them to the main rigging, where I left them and went aft to encourage others to go forward on the side of the ship.

Mr. J. A. Firth, of the *Atlantic*, in reply to the reporter's questions, made a statement in substance as follows:—"My watch ended at twelve o'clock on Monday night. The second and fourth officers took charge, and I went to my berth. I was aroused by the shock of the vessel striking. The second officer came down to my room and said the ship was ashore and he was afraid she was gone. I put on a few articles of clothing, got an axe,

The Wreck of the "Atlantic."

and went on deck to clear the boats. The ship had reeled over before I reached the deck. I cleared the two starboard boats; just then a heavy sea swept our boats away. I was holding fast to the mizzenmast rigging, and now climbed higher for safety. The night was dark, and the spray was so thick that we could not see well what was going on around us. I saw men on the rock, but did not know how they got there. All who were alive on board were in the rigging. When daylight came I counted 32 persons in the mizzenmast rigging with me, including one woman. When these saw that there were lines between the ship and the shore many of them attempted to go forward to the lines, and in doing so were washed overboard and drowned. Many reached the shore by aid of the lines, and the fishermen's boats rescued many more. At last all had either been washed off or rescued except me, the woman and a boy. The sea had become so rough that the boats could not venture near us. Soon the boy was washed off, but he swam gallantly and reached one of the boats in safety. I got a firm hold of the woman, and secured her in the rigging. I could see the people on shore and in the boats, and hailed them, but they were unable to help us. At two o'clock in the afternoon, after we had been in the rigging two hours, the Rev. Mr. Ancient, Church of England minister, whose noble conduct I can never forget while I live, got a crew of four men to row him out to the wreck. He got into the main rigging and procured a line, then advanced as far as he could towards me and threw it to me. I caught it, made it fast around my body and then jumped clear. A sea swept me off the wreck, but Mr. Ancient held fast to the line, pulled me back, and got me safely in the boat. I was then so exhausted and benumbed that I was hardly able to do anything for myself, and but for the clergyman's gallant conduct, I must have perished soon. The woman, after hearing up with remarkable strength under her great trials, had died two hours before Mr. Ancient arrived. Her half naked body was still fast in the rigging, her eyes protruding, the mouth foaming a terrible ghastly spectacle, rendered more ghastly by the contrast with the numerous jewels which sparkled on her hands. We had to leave her body there, and it is probably there yet. The scene at the wreck was an awful one, such as I had never before witnessed, and hope never to witness again. Comparatively few bodies drifted ashore; most of them, with such articles as came out of the ship while I was on her, were carried to sea."

Capt. Williams was asked to what cause he ascribed the disaster. His reply was—"I can hardly say, unless it was because we had overrun our distance. I thought we were going about eleven knots, but the speed must have been greater than that or we could never have got so far out of our course." The Capt. was serious and composed, yet at intervals when some particularly harrowing incident was being mentioned, he broke down and seemed overwhelmed with sorrow. Once he said to the reporter—"To think that while hundreds of men were saved, every woman should perish! It's horrible. If I had been able to save even one woman, I could bear the disaster, but to lose all! It is terrible, terrible!" He seemed to fully realize that the world would hold him to strict account for the disaster, and that whether he was blameless or culpable he would by many be held responsible.

Captain Williams is a stout-built Englishman, of about 45 years of age, who has followed the sea for many years. He was for a long time a captain in the Guion line. For upwards of a year he has been in the White Star service, first as chief officer of the *Celtic*, and latterly, for two voyages, as captain of the *Atlantic*. He met with an accident a short time ago which disabled him to a certain extent, and recently he has been compelled to use a stick and abstain from great exertion; notwithstanding this, however, he so conducted himself at the trying time as to win the highest commendations from the passengers.

New York, April 2.—The morning papers comment at length upon the loss of the *Atlantic*, calling for a searching investigation to fix the full responsibility, and showing that it is the great naval disaster of the half century, no such loss of life having occurred since the British frigates *St. George* and *Defence* were wrecked off the coast of Newfoundland, in 1811, and two thousand lives lost. Four hundred and forty-six lives were lost on the *Royal Charter*, wrecked on the Agulhas coast in 1859; three hundred and fifty-five men were drowned in the *Pomona*, cast away on Black Water bank the same year; four hundred and sixty one were lost on the *Austrian*, burned in mid sea; one hundred and eighty-six on the *Pacific*, which disappeared in 1856; and forty-eight in the *City of Glasgow*, which also disappeared in 1854; three hundred lives were lost on the *Arctic* in the same year, off the coast of Newfoundland; two hundred and twenty persons were lost on the *Hungarian*, off the same coast in 1866; and three hundred and twenty-five lives lost by the wreck of the *Northfleet*, in the English Channel, last January.

THE BLOODY SIXTY.—Government advices were received at Ottawa on Wednesday, confirming the recent descent of Indians upon outlying settlements in the Northwest territory. It is said that in view of this difficulty, Langevin, for the Minister of the Militia, will ask for a supplementary vote to enroll another battalion for service in Manitoba. It is believed that the Hudson Bay Co. are at the bottom of the whole trouble, which they greatly exaggerate in order to deter emigrants from going to the Northwest. The Dominion is blamed for their pettifogging policy towards the Indian tribes, and for playing into the hands of the Hudson Bay Company, whose avowed representative, Donald A. Smith, is chief adviser to the Ministry on Northwest matters.

SUDDEN DEATH.—A sad event has just occurred in Toronto, resulting in the sudden death, from typhoid fever, of a third year undergraduate in medicine, Duncan Cameron, a candidate for the third year scholarship. Two or three days ago he wrote to his parents in Manila to meet him at the station to-day, and almost immediately after the receipt of the letter, they received a telegram announcing his death. A brother of the deceased, a few years ago, while finishing his third year in medicine, died unexpectedly, and a similar telegram was sent to his parents,