LISTOWEL STANDARD.

FRIDAY, SEPTEMBER 12, 1879.

FATAL ACCIDENT ON THE P. D. & L. H. RAILWAY.

A sad accident befel a prominent citizen of Milverton on Thursday night of last week, Mr. James D. Whaley, Clerk of the Division Court, being the unfortunate victim. Mr. Whaley was on board the excursion train on its return from Port Dover, and when nearing home at a short distance from the Milverton station, fell from the platform of one of the cars, sustaining such injuries as to cause his death. As no one had witnessed his fall, the first discovery of the accident which had befallen him was made by some of the excursionists, who had occasion to walk back on the track in order to reach their homes. When found, Mr. Whaley was still alive, but in a helpless condition. He was conveyed to his home and medical aid procured with all possible dispatch. It was then ascertained that his left arm was dreadfully crushed near the shoulder, and that his spine had been fractured. All that medical skill could do was done for the suffering man, but without avail, as he only lived about twenty-four hours after the accident occurred. Deceased was highly esteemed throughout Mornington, and his untimely death has overcast the township with gloom. He was the son of the late Samuel Whaley, Esq., who was for many years reeve of the township, and clerk of the Division Court. Upon his father's death, James received the appointment of Division Court clerk, an office which he had since held. He had not yet attained his 25th year at the time of his death. He leaves a young wife and a very large circle of relatives and friends to mourn his untimely end. The remains were interred at Milverton on Sunday last, and were followed to the grave by a great number of people, including the parliamentary respresentatives, many county and township representatives and officials, the Stratford and Listowel Masonic lodges, and the Milverton, Stratford and Listowel Oddfellows lodges. A special train, which had been trimmed with mourning by the family of Conductor Crann, conveyed those who attended the funeral from Listowel and Stratford.

EXCITING NEWS FROM AFGHAN.

A Revolt at Cabul—The British Embassy Attacked—Only Nine Persons Escape—Major Cavagnari Among the Slain—Intense Feeling in England—The Forces Ordered to Cabul.

Simla, Sept. 6.—At a late hour Thursday night a messenger, travelling post haste, reached Ali Kheil from Cabul, and informed Major Conolly, the British political agent, that the British Embassy at Cabul had been attacked at Cabul by several Afghan regiments, which had assembled, demanding arrears of pay, and that the military escort of the Embassy were defending themselves. The Viceroy of India immediately ordered the troops at Ali Kheyl to move instantly upon Shutargarden Pass. General Roberts has been ordered to proceed to Periwar Pass and advance on Cabul, while General Stewart has been ordered to hold Candahar. All the British forces on the Candahar line will concentrate at Candahar. The forces in Khyber Pass are being strongly reinforced, and will operate off Jellalabad. Major Conolly telegraphed on Friday night. The substance of the letters received from the Ameer of Afghanistan, confirms the intelligence of the revolt, and adds that the regiments which mutinied were joined by the populace. The Ameer's arsenal and stores were first plundered and destroyed, and the British Embassy was then attacked by overwhelming numbers. The Ameer declares that he was completely surprised by the outbreak. He endeavored to quell it, and sent General Daoudshah to Major Cavagnari's assistance, but Daoudshah was unhorsed and fatally wounded. The Ameer then sent his son with the Governor of Cabul and other influential personages, but the mob was wholly uncontrollable. The attack on the British Embassy continued throughout Wednesday when a fire broke out on the premises. The Ameer, writing on Thursday, says he is in great distress and is himself besieged.

THE EMBASSY.

London, Sept. 8.—The British mission to Afghanistan consisted of Major Cavagnari and his Secretary, Mr. Jenkins, Dr. Kelly and Lieut. Hamilton, commanding the escort consisting of the 26th cavalary and 50th infantry, and a Sepoy guide. The troops of the Embassy were lodged in two houses in the city, joined by a quadrangle. The houses were spacious, but unfortunately, were chiefly of wood.

PARTICULARS OF THE ATTACK AND FIGHT.

Yakoob Khan writes that their regular troops began by stoning a small party of British officers on the streets. It seemed only an ordinary attack by a mob at first, but the report that all the British at Cabul were to be killed spread through the barracks and the city with great rapidity, and before all the members of Major Cavagnari's suite and his body guard could be collected from the various parts of the city, an immense crowd had assembled around the Embassy building, and the troops, leaving the camps and the barracks, appeared in large numbers upon the scene. Meanwhile the building had been stoned, and several shots had been fired from the crowd, but without perceptible effect. A heavy volley of musketry was then fired into the crowd from the Embassy building, followed by several successive volleys. The destruction of the British residency and the lives of the inmates were demanded on all sides. "Death to the British," was heard in every mouth. Meanwhile fully 8,000 troops, regulars and irregulars, had thoroughly surrounded the building and cut off all possible means of retreat. The force defending the Embassy numbered seventy-nine. They fought with the greatest bravery, and it is said, killed over 100 of the natives.

THE DISCONTENT LOCAL BUT NOT GENERAL.

A dispatch from Calcutta says:—There seems good reason to favor the view that disaffection has not spread all over Afganistan, but that the affair is merely a local *emeute*, which will speedily disappear when the British troops arrive in Cabul. The Government apparently does not doubt the fidelity of the Ameer.

London, Sept. 8.—The *Times*, in a leading editorial this morning on the subject of the revolt in Afghanistan says:—Our duty is to act with courage and firmness. What has happened, by no means creates a new situation. It does not supply a new argument for annexing Afghanistan, and our policy, however modified in details, will be to keep steadily to the lines which has been already traced with the approval of public opinion.

NINE LUCKY TROOPERS.

London, Sept. 8.—A dispatch from Allahabad states that the nine troopers belonging to the escort who escaped were absent from the city collecting forage at the time of the outbreak.

THE RINGLEADERS OF THE OUTBREAK.

Simla, Sept. 8.—It is reported that three of the mutinous regiments have marched from Cabul. In official circles Ayub Khan and other chiefs are suspected of complicity in the outbreak.

A STUBBORN, HOPELESS FIGHT—ONE HUNDRED AFGHANS KILLED.

London, Sept. 8.—The Viceroy of India telegraphs as follows:—Advices from Ali Kheyl, dated Saturday, say that Bodshah Khan saw the corpses of Major Cavagnari and the members of his staff and escort. The party made a very stubborn defense. The loss of rioters killed in the fight is estimated at over one hundred.

THE GATHERING OF THE TRIBES.

The insurgents have sent messages to all the tribes, and called on the whole country to rise in arms. It is believed Heratee regiment has left Cabul for Herat, to induce that city to join Cabul in revolt.

London, Sept. 8.—A dispatch from Allabad announces that Heratee regiments are leaving for Cabul, the Government of Herat having proffered assistance to the British authorities. Gen. Roberts will probably be in Cabul in a fortnight.

Large reinforcements of troops are to be despatched to India for Afghanistan, the first batch leaving England on the 16th by the troopship *Malabar*. The *Jumna* and *Euphrates* follow speedily.

THE WINCHESTER MURDER.

A Horrible Deed of Crime—A Farmer and his little Daughter hacked to pieces with an axe—His own Son the Murderer.

One of the most diabolical crimes ever perpetrated was committed on Tuesday evening 2nd inst., near West Winchester, a small village about 18 miles north of Morrisburg, on the main road to Ottawa. Robt. Brown, a well to do farmer and a highly respected resident, and his eldest daughter, Ada, a young girl of 14 years of age, were foully murdered in their own home, situated a mile from West Winchester. The weapon used by the murderer was found to have been an axe from the wood shed adjoining the house. It is stated by Mrs. Brown that the family, consisting of herself, Mr. Brown, her son Clark, Ada, aged twelve, and Minnie, aged eight, were sleeping up-stairs, Clark in a room over the main part of the house, the others in a chamber over the kitchen, both chambers having separate stairs; that a man rapped on the front door of the kitchen; her husband went down to the door and was attacked by the man; a struggle ensued; she went down, followed by the youngest daughter, and seeing some one struggling with her husband ran out of the back door to give the alarm; the elder of the two girls being last to come down was attacked at the foot of the stairs by the man and brutally murdered, her head being hacked in a shocking manner in four or five places. Suspicion as to the perpetrator of this most attrocious deed of crime rested upon Clark Brown, son of the murdered man. The statements taken at the Coroner's inquest strengthened these suspicions, and he was arrested. He has since made the following confession.

CLARK BROWN'S CONFESSION.

"I will tell it for the benefit of others. I am guilty. What I did the deed for I don't know. As I went up alone to bed that night a thought struck me that I would kill my father. I jumped up, took my pants and went down stairs, put them on, went to the woodshed for the axe (God forgive me), came in and rapped on the door. Father came down, and as he opened the stair door I struck him a blow on the forehead. I think, to the best of my knowledge, I struck at him again, but missed him. He then jumped up and went into the bed-room. I followed him there and struck him several blows in the bed-room. I think he struggled out of the bed-room on his knees. I dealt him a blow there, and turned round and saw my sister standing on the floor. I struck her several blows as she ran to the foot of the stairs, and she fell. I then ran to my bed-room and got a lamp, and came down and ran up and caught up my other sister in my arms and brought her down stairs. I do not expect mercy from man. I have no object in telling an untruth, but would say, for God's sake don't accuse my mother or wife. There was no one ever said a word to me. It is an awful thing. My wife said that night before she went away, Clark, if you get any worse send for me, and I told her that I would. All that I am sorry for is that I did not tell it yesterday. I hope God will for give me for it. My mother did not know anything about it till after she came back, so for God's sake do not blame her or my wife, or anyone. Don't cast suspicions on any one. There was not a word spoken by my father, but he halloaed murder. I had my socks on all the time. That is all I have to say. We always lived agreeable. That is all. I never thought before of committing the crime."

The coroner's jury returned a verdict in accordance with this statement, and Clark Brown has been lodged in the Cornwall jail to await his trial at the assizes, which open on the 23rd instant. Since his incarceration the murderer has completely broken down, and is physically helpless. He seems entirely unable to account for the crime. He declares still that he had no motive. He suffers acutely from pangs of conscience, and hopes the Judge will shorten, if possible, the period generally allowed between conviction and execution.

SHALL WALLACE SUBMIT TO ANOTHER $5,000 BURDEN?

Editor Listowel Standard—Sir:—Permit me, through your columns, to address a few words to the ratepayers of North Wallace on the question of further bonusing the Stratford & Huron Railway.

Men of North Wallace, rally to the polls on Saturday next, and show the Stratford & Huron Railway Company that you are freemen and not serfs, and that you are bound that if the company will not build the road with two bonuses that you will not grant the third. How is it that $5,000 must be levied on North Wallace? Have you not paid your share for railways in the south part of the township? Don't listen to the company's frantic appeals. Don't be humbugged by their circulars. There will be no competition for freight at Palmerston between the Great Western and S. & H. Railways. There is none at Listowel. Farmers got ten cents a bushel more for their grain at Elmira last winter, where there is no railway, than they did at Listowel, with its two roads, and to-day the market for grain, sheep, hogs, or any other produce the farmer has to ship, is no higher at Listowel than at Palmerston; and if there was anything to be made by competition the drover and grain buyer would receive the benefit, and not the farmer who pays the bonuses. Concerning wood and ties, how has it been in the past? Has not the farmer been obliged to furnish one hundred and twenty cords for every one hundred cords of wood that he has been paid for; and for ties, has not the third been taken from the farmer as culls? You may expect nothing better from the Stratford & Huron Company. But supposing these statements were not true, and that farmers would get more for grain at Palmerston with competition, have you not already granted two bonuses for the same road—your share of the very large County bonus, and the $10,000 bonus, whose right of disposal was yours. You have surely not forgotten how that right was stolen from you last winter by an unrighteous Act of Parliament—an Act that was more suited for the days of George Washington than for the present time. You have heard the company and their drummers state how the town of Listowel wished to make that town the terminus of the road. I ask you, who carried the bill through Parliament extending the time for completing the road to Palmerston and securing the large bonuses to the company? Was it not D. D. Hay, who has been largely interested in the town of Listowel since its infancy? You have been told that unless the $5,000 bonus is granted the road cannot be built. This is there nonsense. How is this model company to get the the $400,000 voted north of the town of Palmerston, and the $200,000 expected from Government—which we have also to help pay—if it does not go by way of Palmerston? The road is sure to be built, and just as sure to be sold to the Great Western Railway Company; and then where is our competition, and where are our bonuses? Where will be the competition in Ontario in five years if Government don't interfere and stop railway amalgamation? Look at the amalgamation of the Hamilton & Northwestern and the Northern, after the County of Simcoe granting half a million of dollars; also look at the Grand Trunk and Great Western and see the arrangements they are entering into, and then say that the Stratford & Huron is to remain an independent railway—a company who cannot build the road without three different bonuses from Wallace! The thing is "too thin;" it wont work. If it was as the company represents, how would it be if when the road is built a collision should take place, or a bridge be broken down? The whole thing would collapse, trains and all business would be stopped, and township and county councils would be called together and other bonuses submitted for repairs. But such will not be the case; the road will be built out of the people's money; it will then be sold to the Great Western, or any other company disposed to purchase; the money will go into the company's hands, and farmers of Wallace and other townships may bid good-by to competition.

Farmers of North Wallace, rally to the polls and record your votes against this huge swindle. It means fifty dollars, if defeated, to every man in North Wallace who owns a farm; and if carried it means another estate to Messrs. Fuller and Watson in the town of Palmerston, or in some other town or village through which the company propose to run the road.

JAMES ROBINSON.

THE PORT DOVER RAILWAY THREATENED TO BE SOLD FOR A DEBT OF $11,000, OWED TO NORWICH TOWNSHIP AND MR. BALL.

At a meeting of directors and shareholders held at Woodstock last week, Mr. Monteith, treasurer of the County of Perth, stated that as matters at present stood, he could see no other course than that of selling the road, and personally did not feel inclined to put another cent into it. Mr. Ball, of Woodstock, stated that he had a judgment of $8,000 against the road, and could sell it at any time. A committee was formed to adopt some plan to pay the debt, which recommended that seven dollars be levied on each bondholder. Mr. Ball stated that if the report was adopted he would force a sale. Mr. Tisdale said that if the road was sold the creditors whom Mr. Ball represented would get nothing.

This is the road that Mr. Watson says is going to be an independent line, and yet it cannot pay a debt of eleven thousand dollars. North Wallace, wake up to your interests, and put none of your hard earnings into Fuller's wheel-of-fortune. For proof of these statements see the Woodstock *Sentinel-Review*.

JAMES ROBINSON.

PORT DOVER RAILWAY.

Special General Meeting of Shareholders and Bondholders.

(*From the Woodstock Sentinel-Review.*)

As announced, a special general meeting of the shareholders and bondholders of the Port Dover & Lake Huron Railway was held in the Town Hall here on Monday at 10 a. m.

Sheriff Deeds, of Simcoe, was elected Chairman and R. W. Sawtell Secretary.

The President, Col. Tisdale, explained that at the last general meeting it was the feeling of the bondholders there should be a half-yearly meeting. He referred to the receipts of the past half-year, remarking that the blockade of the past winter had seriously increased their expenses. He read a statement of the receipts and expenditure which showed that the receipts for the half-year ending 30th June, 1879, were $39,137.68 and the expense of operating $34,253.78. The earnings for the same period of 1878 were $36,698.45, showing an increase of $2,139.23.

He remarked that the special object of the present meeting was to talk over the present and future of the road. Referring to the past difficulty of the road he held that the road was still a good property and worth backing up. The earnings at present were not sufficient to pay interest on the bonds, or to pay the obligations which stood against them. This was not what they all had expected, but it was what was the case. He explained the claim of North Norwich, whose bonds were first preference bonds, and which had obtained a decree in Chancery to have the road sold to secure two payments on these bonds. If the road should be sold under this decree it would belong wholly to those who purchased it. He thought the course taken by the township was an extremely harsh one towards all who owned the bonds of the road. Still, if the township was determined to press its claim it must be provided for to prevent the road from being sold. They could not hope to pay the claim out of the earnings of the road during the year, as the extra-ordinary expenditure would be about $3,000—which could not be avoided. If they held their own during that time they could not do more, that is, if they operated the road and paid the necessary extra-ordinary expenditure out of the earnings they would do very well. As to the claim of North Norwich, the amount required to meet it would be about $3,000. As to the way in which the road had been run, he believed there was no other railway in Canada or the United States which had been run so efficiently at so little cost. He thought this statement due to the officials who had worked faithfully and energetically for the success of the line. He showed that the interests of the Stratford and Huron Railway and this part of the line were identical. He pointed out that this railway was likely to become a great through route, and that the value of the property was therefore likely to increase. He dealt at length with the future prospects of the road to the north, the connections by land and water and the possibility of the whole railway some day carrying a large amount of through freight from the Northwest and the shores of the Georgian Bay, as well as local traffic. The property of the bondholders was, consequently, likely to increase largely in value. As to the way in which the claims in question should be met he would not at present suggest anything.

Mr. Ball thought that the directors should not come here and leave a question of how the claim should be met to a meeting of bondholders. He thought they should have a scheme to lay before the meeting.

Mr. Tisdale said for himself that he was willing to pay his share by way of assessment.

Mr. Ball thought that as the road was not paying more than running expenses no one would put anything more into it when there was no hope of ever getting it out.

Mr. Monteith, of Stratford, for one, did not feel like putting any more into the road.

Mr. Grey, of Woodstock, was surprised, like Mr. Ball, to find the directors had found no scheme to meet the claim of North Norwich, or had not been able to induce the township to withhold their claim. He did not think the road should be sold as it would certainly fall into the hands of a few men. He thought the bondholders should join together and prevent this from occurring.

Mr. Monteith suggested that a small committee of bondholders should be appointed to report in half an hour.

Mr. Totten, solicitor for North Norwich, objected to some strictures that had been made upon North Norwich. He thought that the idea proposed of asking each bondholder to pay his share of the claim could not be carried out. He could not see how anyone who advanced money in this way would have any lien for the repayment of the amount. Even if the claim of North Norwich were satisfied in this way any other bondholder whose interest was not paid could come forward and prove his claim under this decree and force the sale of the road.

Mr. Ball mentioned that as he had judgments registered to the amount of $7,000 or $8,000 against the road he could order its sale at any time.

Gilbert Moore stated that as a Director he had no influence whatever in the affairs of the road, as the Bond Committee had complete control of these.

Col. Tisdale explained that Board meetings cost about $40 each, and that as all matters of detail were now in the hands of the Bond Committee there was no necessity for meetings of the Board.

Mr. Sutherland suggested that an arrangement be made by which the claim of North Norwich be transferred to some capitalist who would hold it for some time.

E. M. Schooley, Esq., thought that nothing more disastrous to the bondholders and the country through which it passed could occur than the sale of the road. As it has been pointed out that other claims against the road might be pressed so as to force a sale of the road, it would appear that some arrangement should be made to provide for such, which he hoped would be done.

After some further discussion by a number of legal gentlemen as to the rights of various classes of bondholders, a committee was appointed to meet with the Bond Committee and report after dinner.

At three o'clock the committee, consisting of A. Monteith, Robt. Whitelaw, T. H. Parker, John Rae and Gilbert Moore, brought in the following report:—

We recommend that T. H. Parker and Gilbert Moore, with the Bond Committee, form a special committee to deal with the claim and suit of North Norwich, and that the bondholders be requested to consent to and pay an assessment at the rate of $7 per $1,000 to pay the claim, and failing a settlement said committee be authorized to purchase the Railway, if sold, and hold the same in trust for such bondholders who pay the necessary assessment to make such purchase.

T. H. PARKER, Chairman.

Mr. Ball stated that if this report was adopted he would force a sale of the road.

Col. Tisdale said he would not be intimidated by threats. If Mr. Ball forced a sale of the road he was perfectly willing he should do so. The creditors whom he represented would come in after the bondholders and would get nothing. All the bondholders would be willing to have the road taken off their hands if they were paid for their bonds by the creditors who were anxious to get their claims. Unless a large majority of the bondholders were in favor of this arrangement he would not work upon this committee. In answer to some questions he explained that as the bondholders were the real owners of the road, in assessing themselves to meet the claim of North Norwich they were simply paying off a mortgage on their own property.

Mr. Grey opposed the adoption of the report. He thought if it was adopted the road would be sold, as some of the bondholders might not pay their assessment.

Col. Tisdale regretted that he had to come before the bondholders for more money, but he believed that the property he was now taking part in the management of would increase greatly in value. The road was the only one really owned in Canada and he would not like to see it sold and the interests of anyone sacrificed. He thought it a most disastrous thing if the road changed hands before it had really been given the opportunity of proving that it could be made a paying one.

Reeve Sutherland, as representing Woodstock, thought that the report might be amended. He thought that if the committee failed to make the arrangement suggested, that another meeting should be called to make the arrangements for the sale of the road. He pointed out that Woodstock had $20,000 of the bonds, which—with interest would amount to about $48,000. He thought that the first part of the report should be passed; and the last part amended so that the bondholders failing to meet the claim, another opportunity should be given to municipalities and others owning bonds to say how their interests should be protected. He was surprised that no financial arrangements could have been made to meet so small a sum as the claim of North Norwich.

After some explanations from Col. Tisdale, he pressed to have the report so changed that reasonable notice should be given, in the event of a sale taking place, to the municipalities and persons holding bonds, so that they would have time to consider how their interests should be protected.

The chairman remarked that it was high time the bondholders realised that they really owned the road, and thought that the only way in which they would protect their interests was to make the assessment proposed.

The report was changed, as proposed, so that proper notice should be given to those who were interested. It was carried without opposition.

The President was gratified at the adoption of the report, as it proved that the bondholders, who were the owners of the road, were prepared to stand by their own property, which with better connections and the return of good times was likely to largely increase its earnings and become more valuable.

The meeting closed with a vote of thanks to the Chairman.

DONEGAL.

A good many farmers in the vicinity have been unable to finish harvest as soon as they expected on account of the late rains. Meantime they are busily engaged in putting in fall wheat, a large quantity of which will be sown.

LEAVING.—Mr. G. McGill leaves in a few weeks for Orangeville, where he has purchased a farm.

SPORT.—Several sportsmen have lately been around in search of such game as is in season, but, judging from the empty looks of the game bags, game is scarce or bad spots plentiful.—COM.

TROWBRIDGE.

The present reign of "hard times" fully verifies the wisdom of the man who said "nature's wants are few, but loud." True, money is a scarce article in our community, but after all we fully realize that money is but a metallic representation of what we (as farmers) already possess, and where we have plenty of bread and butter, a fat lamb to kill every now and then, and the *Listowel Standard* coming to hand once a week, we have what is better for human nature than a super-abundance of the filthy lucre. The time was when there was no such thing as money, cattle and sheep boing used as articles of commerce. Yet the "almighty dollar" is the sole object of attraction by the man of to-day, hence to this mistaken notion of the word "money" much misery may be attributed.—COM.

WALLACE.

The Municipal Council of the Township of Wallace, met at Queen's Hotel, Gowanstown, 6th Sept., 1879, pursuant to adjournment. All the members present, the Reeve in the chair. The minutes of last regular meeting and also of last special meeting were read and confirmed. Communications from S. S. Fuller Esq., Pres. S. & H. R. promising prompt settlement of the expenses of submitting By-law No. 203. A. Matheson, (*Beacon*,) urging payment for printing debentures. Moved by Mr. Willoughby, seconded by Mr. Speers, that the Treasurer be instructed to draw on S. S. Fuller Esq., President of S. & H. R. Co., for the sum of eighty-nine dollars expenses of By-law No. 203, through the Merchants' Bank. Carried. Moved by Mr. Specrs, seconded by Mr. Ferguson, that the Secretary Treas. of S. S. No. 8, be paid four dollars for use of school house as polling booth at election. Carried. Moved by Mr. Willoughby, seconded by Mr. Mills, that John Warren, Collector, be paid eighty dollars on account of salary and the Reeve issue his order. Carried. Moved by Mr. Ferguson, seconded by Mr. Speers, that John Wallace be paid one dollar for a pick broken in gravel pit, when working on the gravel road. Carried. By-law No. 204 to levy a county rate of three and seven-tenths mills in $; a township rate of two and two-tenths mills in $, and railway rate of one mill in $, was then read and passed in due form. Moved by Mr. Mills, seconded by Mr. Willoughby, that John Bond be paid nineteen dollars for plank to make a culvert, and gravel from his gravel pit, and the Reeve issue his order. Carried. Moved by Mr. Willoughby, seconded by Mr. Mills, that A. Matheson of the Stratford *Beacon*, be paid ten dollars for printing debentures for bonus to S. & H. R. Co. Carried. Moved by Mr. Speers, seconded by Mr. Ferguson, that Henry Powley be paid twenty-two dollars for making approaches to a bridge on the town line of Wallace and Maryborough and the Reeve issue his order. Carried. Moved by Mr. Speers, seconded by Mr. Ferguson, that Richard Boyle be paid seventy dollars for building bridge on town line of Wallace and Maryborough and the Reeve issue his order. Carried. By-law No. 205, to levy School Rates, was then read three several times and passed, with the following rates:—U. S. S. No. 2, ten and four-tenths mills in $; U. S. S. No. 4, eight mills in $; U. S. S. No. 5, three mills in $; U. S. S. No. 10, four mills in $; S. S. No. 1, four and seven-tenths mills in $; S. S. No. 2, three and five-tenths mills in $; S. S. No. 3, three and seven-tenths mills in $; S. S. No. 4, three and seven-tenths mills in $; S. S. No. 6, three and nine-tenths mills in $; S. S. No. 7, three and two-tenths mills in $; S. S. No. 8, three and two-tenths mills in $; S. S. No. 9, five and five-tenths mills in $; S. S. No. 11, six and two-tenths mills in $. [The Trustees of Union School sections Nos. 1 and 3, and the Trustees of school section No. 12, are requested to take notice that having neglected to furnish their estimates, as required by the late School Act Amendment, their financial arrangements will require immediate attention.] Council adjourned to meet at the Dominion Hotel, Gowanstown, on Saturday the 20th September, at 10 o'clock a. m. Carried.

R. G. ROBERTS, Clerk.

Patterson's excursion for Manitoba, No. 4, left Paris Tuesday night, and was large enough to require a special train of two baggage, six day coaches and a sleeper. If nothing happens it will reach Manitoba in sixty hours. There were over 300 on the train. Sixteen cars of freight left by special train on Monday night.

LOCAL NOTICES.

Ladies kid gloves for 50c. per pair at Bean & Gee's.

PRINTS! PRINTS!—Over 300 pieces to select from at Climie, Hay & Co's.

Thorley's food increases the flow of milk in cows. Try it; at J. A. Hacking's.

At Climie, Hay & Co's, you will find their stock of gents furnishings complete.

DRESS GOODS! DRESS GOODS! In endless variety, and at the very lowest price, at Climie, Hay & Co's.

The cheapest place to buy groceries, wines and liquors is at the Toronto tea store. McMillan, Duncan & Co.

PAINTS, OILS AND COLORS.—For the largest stock, best material and lowest prices, go to HACKING'S Drug Store.—21.

A FACT.—Best value in town in machine oils at J. H. Smith's, Wallace street. Farmers, call and see for yourselves.—24.

Coal oil, 20 cts.; 5 gallons 90 cts.; medium; also crimp top chimnies, 5 cents; good burners, 10 cents; at Hacking's drug store.

GLASS, GLASS.—I have just received spring stock of window glass, all sizes, which will be offered at very low prices. Call and see.

J. A. HACKING.—21.

Wincеys at 6c. per yard and upwards at Bean & Gee's.

AGENCY.—Mr. John Page has been appointed agent for the Galt nursery for Listowel and vicinity, and all orders sent in, and all moneys paid to him for trees, shrubs, &c., will be acknowledged by us. D. CALDWELL & SON Galt.—29.

FIRE! FIRE!—Mr. R. F. Brook being determined to rebuild the Listowel Woolen Mills, and needing capital, desires all persons who are indebted to him, to call and settle accounts within two months; otherwise his accounts must be placed in other hands for collection.—22.

WALL PAPER.—A large variety of English and American wall papers has been received at Dr. Michener's book and drug store. An unlimited number of patterns to select from, and at the very lowest prices. No trouble to show goods. An inspection invited.

STEEL ENGRAVINGS.—A fine collection of steel engravings are on view at the warerooms of Messrs. Hess Bros. Parties wishing to embellish their rooms with really handsome engravings, should inspect this collection. A large variety of Chromos are also on exhibition, and will be sold very cheap. Call early.

SHIRTS! SHIRTS! SHIRTS! Made to order at Bean & Gee's.

That's The Way They Used To Do It.

With a thumb and finger on the nose, a bright silver dime on the table as a bribe, and the castor oil bottle in the other hand, is the way our mother had to approach us when she was about to attack a severe case of colic that had tied up our little intestines in knots. Those days, and the scene, comes no more to us, neither will our little ones ever be obliged to tread in the rough path their parents trod in their childhood. Now we take **Scott & Bowne's Palatable Castor Oil** as easily as we do condensed milk, and it is just about as cheap—25 cents a bottle.—30

A Really Beneficent Discovery.

The disgust so generally felt for the taste and smell of **Cod Liver Oil** is almost proverbial. It seems to be peculiarly nauseous to the consumptive and scrofulous patients, to whom the whole medical procession know it is especially beneficial. Endeavors have vainly been made to disguise its objectionable characteristics, by mixture with coffee, brandy, or by the process of deodorization which impairs its efficacy as a nutrient.

But in union with the Hypophosphites of Lime and Soda, as we find it in *Scott's Emulsion*, it retains its healing and nourishing properties.

It moreover combines with the other chemical agents, to produce not only a medicine of agreeable flavor, but one of the most powerful and pleasant tonics, that ever gave vital vigor to the nerves and brain.

LISTOWEL MARKETS.

Sept. 12, 1879.

Wheat, fall, per bush	0 88 to 0 95
Spring Wheat, "	0 85 0 98
Barley, "	0 35 0 45
Peas, "	0 45 0 50
Oats, "	0 25 0 30
Flour, per cwt.,	2 50 2 50
Oatmeal, "	2 75 3 00
Cornmeal, "	0 00 2 00
Butter, per lb.,	0 08 0 10
Eggs, per dozen,	0 08 0 10
Potatoes, per bag,	0 00 0 45
Hay, per ton,	8 00 0 00
Wool, per lb,	0 20 0 20

STRATFORD.

Sept. 12, 1879.

Wheat, fall, per bush	$0 95 to 0 98
Wheat, spring, "	0 90 0 92
Barley, "	0 40 0 46
Oats, "	0 28 0 30
Peas, "	0 50 0 55
Flour, per brl	4 75 5 00
Potatoes, per bag,	0 45new 0 55
Butter, lb. rolls,	0 08 0 11
Eggs, per dozen,	0 09 0 10
Hides, per cwt.,	7 00 8 00
Hay, per ton,	8 00 9 00
Wool, per lb.,	0 00 0 00

TORONTO.

PRICES AT FARMERS' WAGONS.

Sept. 12, 1879.

Wheat, fall, per bush	0 88 to 1 01
Wheat, spring, "	0 95 0 99
Barley, "	0 46 0 52
Peas, "	0 55 0 58
Oats, "	0 31 0 33
Rye, "	0 50 0 50
Dressed hogs, per 100 lbs.,	6 00 6 00
Beef, hind qrs, "	0 00 0 00
Mutton, by carcass "	0 00 0 00
Butter, per lb.,	0 15 0 18
Butter, large rolls,	0 00 0 00
Butter, tub, dairy,	0 10 0 12
Eggs, fresh, per dozen,	0 11 0 13
Potatoes, per bag,	0 70 0 00
Hay, per ton,	7 00 11 00
Wool, "	0 20 0 00

PALMERSTON.

Sept. 12.

Fall Wheat, per bush	$0 80 to $0 95
Spring Wheat, "	0 85 to 0 90
Flour, per cwt,	2 25 to 2 50
Barley, per bush.	0 42 to 0 45
Peas, "	0 45 to 0 50
Oats, "	0 30 to 0 32
Hay, per ton,	7 00 to 8 00
Potatoes, per bag,	0 00 to 0 00
Butter, per lb.	0 08 to 0 10
Eggs, per doz.	0 00 to 0 10
Pork, per cwt.	5 00 to 5 50
Cordwood, per cord,	1 75 to 2 00

SCOTT'S EMULSION

PURE COD LIVER OIL

With HYPOPHOSPHITES of LIME and SODA,

Is combined in a *perfectly palatable* form that is taken readily by children and most sensitive persons without the slightest nausea. It is the finest food and medicine ever offered to the weak and debilitated patient. Restores feeble digestion, enriches the blood, adds flesh and strength, and for Consumption and all affections of the throat, Scrofula, Rheumatism, and all disorders of the Blood and General debility, no remedy has been found to equal it. For sale by all Druggists at $1.00 per bottle.

SCOTT & BOWNE, *Belleville, Ont.*

A LOT OF

—*NEW HATS, BONNETS, ETC.*—

— at —

MRS. GOODFELLOW'S

The Latest Styles from New York.

A First-Class Milliner direct from one of the Best Retail Houses in Toronto.

LADIES.—If You Want Your Work Done in — the —

LATEST STYLE AND GOOD TASTE

Call and Leave Your Summer Orders.

MRS. T. GOODFELLOW.

Listowel, May 8, 1879.

HARDWARE EXCLUSIVELY.

The largest and best assortment of

HARDWARE,

In Listowel, is to be had at

TATHAM & CO'S.,

where nothing but Hardware in all its branches is kept.

CALL AND INSPECT OUR STOCK.

TATHAM & CO.

Listowel, Ont. 1

LISTOWEL

GREEN HOUSE.

HENRY THRIFT having opened a Green House and Gardens at his residence, Albert street, near the G.W.R. station, is prepared to supply the public with all kinds of PLANTS.

Buildings contracted for. 14o

FALL SHOWS, 1879.

Industrial Exhibition at Toronto, Sept. 1 to 19.
Provincial Exhibition at Ottawa, Sept. 22 to 27.
Western Fair at London, Sept. 29 to Oct. 3.
Central, Hamilton, September 30, and 1st, 2nd and 3rd October.
Central Guelph—Sept. 16, 17, 18, 19.
Southern Fair, Brantford, October 6 to 8.
South Huron at Seaforth, Sept. 25 and 26.
Turnberry at Wingham, Sept. 25 and 26.
North Perth at Stratford, Sept. 25 and 26.
North Oxford and Blanford at Woodstock, Sept. 25 and 26.
South Oxford at Ingersoll, Sept. 23 and 24.
Mornington & Millbank, Oct. 10.
Elma Township Fair, at Newry, Sept. 30.
East Huron at Brussels, Oct. 2 and 3.
Elma and Wallace Exhibition, at Listowel, Oct. 2. and 3.
South Perth at St. Mary's, Oct. 7 and 8.
Huron live stock at Clinton, Oct. 15 and 16.
West Wellington, at Palmerston, September 30th and October 1st.
East Wawanosh, at Blyth, on Oct. 8.
Stephen & Usborne, at Exeter, Sept. 23 and 24.
Northern Exhibition, Walkerton Sept. 23 to 26.
Northern Fair at Allsa Craig, Sept. 23 to 26.
Peel & Maryboro' show at Glenallen, Oct. 9.
South Waterloo, at Ayr—Oct. 9 and 10.
East Huron, at Goderich Sept. 17 and 18.
Clifford Horticultural Society at Clifford Sept 23 and 24.
Wilmot Township, Hamburg—Sept. 24th.
North Waterloo, at Waterloo—Oct. 7, 8, 9.
Norfolk Union, at Simcoe, on the 14th and 15th October.

MILNE'S

New Door and Sash Factory

now in

FULL BLAST!

The undersigned having compeleted the new building is now prepared to offer inducements to builders and contractors, in

DOORS, SASH, BLINDS,

MOULDINGS, ETC., ETC.

Custom Planing Done.

Contracts for all kinds of Buildings taken.

SATISFACTION GUARANTEED.

LUMBER.

A Lumber Yard in connection with the Factory, where a full assortment of

Lumber, Lath, Shingles, Etc.,

Will be kept.

ORDERS SOLICITED

FACTORY—Elma street, near Climie's Mills.

E. B. SUTHERLAND, Manager. WM. MILNE, Proprietor.

Listowel, Sept. 5th, 1879. 32.

ELMA AND WALLACE

Agricultural Society's

FALL EXHIBITION!

The annual Exhibition of the Elma and Wallace Agricultural Society will be held on the grounds of the Society at

LISTOWEL,

on

THURSDAY AND FRIDAY,

2ND, AND 3RD OCTOBER, 1879,

When a large amount will be offered in Premiums.

Competition Open to the Dominion.

Articles for the indoor department of the exhibition should be in the Hall on Wednesday Oct 1st, or not later than 10 a. m. on Thursday the 2nd. For full particulars see posters and prize list pamphlets.

W. G. HAY, President. R. FERGUSON, Secretary.

Listowel, Aug. 21, 1879. 30-f.

LITTLE BROS. & CO.,

WALLACE ST., LISTOWEL,

MANUFACTURERS OF

First-Class Carriages, Wagons

made from the best material, sold

On Most Reasonable Terms.

ALSO

HORSE-SHOEING & REPAIRING

Promptly Attended To

Listowel, July 11, 1879. 24.

MILLINERY AND FANCY GOODS.

MRS. M. A. BULLOCK

Has just opened a fresh stock of French and American

Hats, Bonnets, Feathers, Laces,

&c., &c.

Please call and examine. No old goods.

Hats Cleaned, Dyed, and Made Over.

Listowel May 2, 1879. 14

EXECUTORS SALE.

The Executors of the

LATE JOSEPH PEFFERS

offer for sale the south half of lot four, in the ninth concession of Mornington, containing

NINETY-NINE ACRES.

There are eighty-eight acres cleared and in a good state of cultivation. There are on the premises a good bank barn, 36x56, nearly new, also a small frame house; there is also a number of fruit trees bearing. The farm is situated on the S. & H. R. R., eight miles from Listowel. There is likely to be a station on the corner of the place