the building he will be struck with its fine, substantial appearance and romantic situation, and his admiration will not be lessened on viewing the perfect equipment and thorough systematic arrangement of the interior. Just where it is erected the Mississippi has a fall of 45 feet, which makes the locality a most favourable one. The present building was put up by the Messrs. Rosamond in 1866, and is consequently quite new. It is built of the dark blue limestone which is found in such abundance in central Canada, which the traveller will observe is so much used in Kingston, Brockville, Ottawa and other places, and which gives an agricultural effect, by no means an imaginary one merely, of great solidity and durability. The main building is 160 x 56, six stories in height nearly overhanging the river at the deep water below the falls and with 34 windows in each flat except the lower two. It is now some twenty five or thirty years since the business of woollen manufacturing was started by Mr. James Rosamond, Senr., at Carleton Place, six miles from Almonte. In 1857 he shifted his business to the latter place, and 1862 retired from the business, from which time it was carried on by his sons exclusively, until the formation of the present Company, which came into operation on 1st July, 1871. The capital stock of the company is $300,000, $200,000 of which represents the value of the building and plant necessary for carrying on the business. Mr. Bennett Rosamond is President of the Company, and Mr. James Rosamond, Jr., is Secretary and Treasurer. All the goods made here, consisting of fine tweeds, fancy cassimeres, and the like, go to Montreal to be sold.

At the handsome gate and entrance to the premises stands the office, a separate building, with interior arrangements such as one might expect to find in a bank of considerable pretensions. To the office clock is attached a telegraphic register, which records the hour and the minute of the night watchman's visits to the various parts of the premises, in going his rounds. It is his duty at certain times and certain places, to touch a telegraphic key, and as he does this the pencil of the apparatus attached to the office clock marks on a paper dial the hour of his doing so, indicating also the locality of the key which was touched. This is a New England invention, and a valuable one too, as a means of securing careful watching the night through. Near the office stands the wool warehouse, also a building by itself, 130 by 40 feet, two storys, in which the wool is stored before being taken to the mill. From the warehouse the wool is forwarded by rail, (a short line narrow gauge) to the mill, and we will now endeavour to follow it in the process through which it passes. It goes first through the washing machine, a series of troughs or cisterns, in which by machinery it is stirred about and exposed in every fibre of it to the action of various solutions of chemicals, and to that of clear running water last of all, from which it comes away of beautiful fleecy whiteness—a remarkable contrast in appearance to what it was when it entered the machine at the other end. It is next put on the dryers, each of which consists of a large frame of wire work stretched over an open space, through which a powerful blast is blown by a fan, which quickly dries it. The dyeing process comes next and for this the arrangements are extensive and complete in all details; which vats of gigantic proportions, steam from two large boilers and almost enough dye-stuffs to make a respectable cargo of the same. In the carding room (third story from the foundation), are twelve sets of cards, six of English and six of American manufacture. These fill the whole of this floor or "flat," and to see them all in operation gives one some idea of the large amount of work a twelve set mill is capable of performing. From this the wool goes to the mule room, sixth or top story, in which are eight self acting mules or four pairs, of 400 spindes each, all from the celebrated "Platt's" of Oldham, in Lancashire. On the next floor below are four more of the same machines, making twelve altogether the mules taking one half of this room, and the other half being used as the dressing wrapping room, and containing six twisters, three wrapping machines, and three spooling machines. The next stage forward brings us to the weaving room, the third story from the top, in which are sixty looms, forty narrow and twenty broad. The broad looms make two pieces at once of the ordinary width or one of double width if required. From the loom the cloth goes to the basement story, where there are eight fulling mills, three washers or scouring machines, one squeezer, and one hydro extractor. Passing through the squeezer, the cloth leaves behind it the greater part of the water which it carries from the washing machine, and in the hydro extractor the most of the remaining moisture is thrown from it by the centrifugal force caused by the rapid revolution of the machine. In the drying machine steam pipes and hot air carry the drying process still further, this being the improved mode which has displayed the slow, old fashioned one of hanging the cloth on tender hooks to dry. Next the nap has to be raised, and is done by "gigs," of which there are four double and one single, which completes the process of what is called "wet finishing." "Dry finishing" comes next, and this is done on the second floor, which contains four shearing machines, two brushing machines, two hydraulic presses, and one machine for winding up and measuring. After measuring, the pieces are ticketed and tied up, and packed in boxes for Montreal. All the wool used here is Cape or Australian, and some 350 or 400 pieces of fine tweeds and cassimeres are turned out every week, with from 220 to 320 hands employed.

Connected with the establishment is a well appointed machine shop, with lathes, drills, &c., by which work is conveniently done on the spot, and much trouble in carrying machinery to and fro is saved. The large tower of the building, over the main entrance, adds much to its appearance, and is of indispensible use besides. It contains the elevator, by which the wool, yarn or cloth, as the case may be, is carried from any floor of the building to any other floor: also water closets of the most perfect construction, and the fire apparatus. A 12½ inch Leffel water wheel, driven by water with a head of forty five feet, is ready at any time, with a turn of the wrist, to put in motion a force pump, capable of throwing water enough to drown out any ordinary fire in a very few minutes. On each floor of the tower are the hose and a nozzle, with connections with the force pump throughout, so that in any part of the building the stream can be turned on almost instantly. The waste room, which in both woolen and cotton factories is considered more or less a source of danger, is here catefully enclosed so as to be fireproof, and from the other buildings is approached through double iron doors. The boilers in use here are of peculiar construction. There are two of them, of the kind called Harrison's patent, made in Philadelphia. One of these boilers consists of a series of hollow globes of cast iron, about eight inches inside diameter, in twelve separate "slabs" or rows, the connection being complete throughout each row. The great merit claimed for this sort of boiler is that one of these globes there may burst or break without injury to the others and in such a case, to repair the boiler it is necessary only to unscrew the broken globe, putting in its place a new one, a small lot of new globes being kept on hand for emergencies. A break rarely happens, however, it is said, and when it does is attended with little or no danger. One of these boilers has been in use here three years or four years, and the other was recently added. As regards the fuel required for producing a given quantity or pressure of steam they are very economical.

ELLIOT, ROUTH & SHEARD.

This firm, well known in the trade, has the establishment of next importance in Almonte, a "five set" mill, making first-class and medium tweeds. All their consumption is of imported fine wool from Australia and the Cape, and the entire product of the mill goes to the warehouse of Messrs. Robertson, Stephen & Co., Montreal. The firm is composed of Mr. Andrew Elliott (formerly of Galt), Mr. John Routh, and Mr. Samuel Sheard. In the office is Mr. Iaman, of whom his many friends who remember him in the woolen mills at Port Dover and Dundas, in the West will be glad to hear. This firm has been running the mill for three years, and with an average of seventy hands, turns out about 130 pieces per week. In the mill are one large set of English cards, and four sets of American make, with three of Platt's self-acting mules, 300 spindles each, (made at Oldham, in Lancashire), and five American spinning jacks. There are four spoolers, one warping machine, and twenty five Crompton looms, (American), a steam pipe and hot air cloth drier, made by Goldie, McCulloch & Co., of Galt, and a power press from the same establishment, with the necessary equipment of washing, fulling and finishing machinery, dye house, &c. The desription above given of the process of woolen manufacture in one establishment will, in a general way suffice for all.

J. & A. HUNTER,

Who have for five years back carried on the woolen manufacture at Huntersville, six miles distant, commenced in Almonte also on the 1st of February last. They manufacture entirely from Canadian wool, turning out here about seventy five pieces tweeds per week, the goods going principally to Montreal. They have two and a half sets of cards, three jacks and eight looms (two broad and two narrow). They continue also to run the mill at Huntersville, which is of one and a half set capacity, so that their works have a four set capacity altogether.

WILLIAM H. WYLIE

commenced the first of October last to run the mill formerly known as Mr. Gilbert Cannon's. This is a two set mill, with two spinning jacks and ten looms, and employing from twenty five to thirty hands. Mr. Wylie makes all fine tweeds, from imported wool, and his goods are all sold by Messrs. Cantlie, Ewan & Co. Montreal.

MR. JOHN BAIRD

commenced last year with one set of cards and two jacks, but has now formed with other parties the firm of Baird & Co., with the intention of putting in another set of cards and additional machinery to correspond, employing about twenty hands. The intention is to run the mill on imported wool, making fine tweeds and cassimeres.

Messrs. Reilly & Doutigny have also started in the same line here lately, the locality having apparently a powerful attraction for woolen manufacturers.

In Almonte there are also two saw mills, two grist mills, two planing mills, and a shingle mill. It has one weekly paper, the *Gazette*, which has a good circulation in the surrounding townships. Altogether it presents the appearance of a stirring, thriving place, and stores we fancy, must do a good business, as there exists no better class of customers than mechanics and factory hands in the regular receipt of wages.

Where there is so much machinery at work one would naturally expect to find a machine shop, and there is one in Almonte, carried on by Messrs. Flett, Miller & Scott. Believing, however, that the requirements of Almonte and the surrounding district warrant the establishment of machinery works on a larger scale, some of the enterprising men of the place now propose to form a company with a capital of $100,000, and to build on the premises of the above firm a machine shop worthy of a manufacturing centre. With the Pacific and other great railway enterprises in prospect, which will almost certainly have a great effect on Almonte and its neighbourhood, the venture ought to be a safe one, we should say; the more so that this important water power centre, for reasons already stated, is likely to be benefitted rather than injured by all the railway extensions, in all directions leading to and from it, that can possibly take place.

While speaking of the woolen factories of Almonte, we may mention also that of Mr. Archibald McArthur, at Carleton Place. It is a three set mill, and is soon to be enlarged to six sets, for the manufacture of fine tweeds from imported wool—*Cor. Mail.*

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We understand that Mr. Charles Mohr is about to announce himself as a candidate for the County of Carleton at the coming election.

The vote on the by-law granting two hundred thousand dollars to the Northern Colonization Railway, has been carried by a majority of over fifteen hundred in the County of Ottawa.

A man named Duncan McDonald made a bet on Thursday that he would swim across Currie pond, near Glencoe. When half way across his strength deserted him and he sank. He was under the influence of liquor.

Ten million gallons of "schnapps," the vulgar name of which is gin, are said to be made annually at Schiedam.

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A SHOWER OF TOADS.—Ogdensburg had a shower of toads during a thunder storm recently. The *Journal* says it was an opportune arrival, as the old toad crop appears to have been about exhausted. A shower of the same kind of reptiles would, no doubt, be hailed with joy by the gardeners in this vicinity, as the grub is destroying the cabbages and cauliflowers out of a face, and the currant bushes have been completely denuded of leaves by the currant worm.

## MURMURING.

I was tired of washing dishes. I was tired of drudgery. It had always been so, and I was dissatisfied. I never sat down a moment to read, that Jamie did not want a cake, or a piece of paper to scribble on, or a bit of soap to make bubbles. "I'd rather be in prison," I said one day, "than have my life teased out so," as Jamie knocked my elbow, when I was writing to a friend.

But a morning came when I had one plate less to wash, one chair less to set away by the wall in the dining-room; when Jamie's little crib was put away in the garret, and it has never come down since. I had been unusually fretful and discontented with that damp May morning that he took the croup.—Gloomy weather gave me the headache, and I had less patience then than at any other time. By-and-by he was singing in another room. "I want to be an angel;" and presently rang out that metallic cough. I never hear that hymn since that it don't cut me to the heart; for the croup cough rings out with it. He grew worse towards night, and when my husband came home he went for the doctor. At first he seemed to help him, but it merged into inflamatory croup, and all was soon over.

"I ought to have been called in sooner," said the doctor.

I have a servant to wash the dishes now; and when a visitor comes, I can sit down and entertain her without having to work all the time. There is no little boy worrying me to open his jack-knife, and there are no shavings over the floor. The magazines are not soiled at looking over the pictures, but stand prim and neat at the reading table, just as I leave them.

Your carpet never looks dirty say weary-worn mothers to me.

"Oh, no," I mutter to myself, "there are no little boots to dirty it now."

But my face is as weary as theirs—weary with sitting in my lonesome parlor at twilight, weary with watching for the little arms that used to twine around my neck, for the curls that brushed against my cheek, for the young laugh that rang out with mine as we watched the blazing fire, or made rabbits with the shadow of the wall, waiting merrily together for papa coming home I have the wealth and ease I longed for, but at what a price? And when I see other mothers with grown up sons, driving to town or church, and my hair silvered over with grey, I wish I had murmured less.—*The Appeal*


# The Herald.

PUBLISHED WEEKLY AT $1 A YEAR.

CARLETON PLACE, JULY 10, '72


## TO THE ELECTORS OF THE NORTH RIDING OF LANARK.

GENTLEMEN,—

A writ for the election of a member to represent you in the House of Commons, in the Second Parliament of the Dominion, has been issued. I have the honor to announce myself as a Candidate for your suffrages. During a recent visit among you I had an opportunity of explaining my political acts for the last eight years, not merely as your representative in Parliament, but as a Minister of the Crown. At all the meetings I held, resolutions were passed by large majorities, in some cases unanimously, expressing unqualified approval of my conduct in both positions. A further resolution was adopted at these meetings (with one exception) to the effect, that it was the desire of the electors present that I should place my services again at their disposal.

It would be ungrateful towards you, and derogatory to my own position as a public man if I declined an invitation, as generous as it was spontaneous, and so nearly unanimous, that I cannot doubt it will be ratified by a majority at the polls. I shall visit the Riding again in a few days, when I hope my opponents will be ready to meet me and to discuss face to face, in your presence, the grounds of their opposition. Hitherto, they have made their objections behind my back, and (as I see by the newspapers) have dealt largely in statements which they could not know to be true, and which, if they give me the opportunity, I can prove to be false.

With respect to my political "principles", I need hardly tell you that they are unchanged—that they are as liberal, as loyal, and as constitutional, as when I entered Parliament in 1858; as when I joined the Government in 1862; or, as when I assisted to frame, and to put into practical operation the free, popular, economical, "reformed" constitutional system of 1867.

With respect to my "party" relations, I stand to-day where I stood in 1864, when you elected me as your representative; where I stood in 1867, when, under the new constitution, you again elected me by acclamation. I am not, and never can be, the slave of any party dictator, under whatever name he may attempt to hide his unprincipled character and dishonest motives. I am proud to belong to the great UNION party of the Dominion—a party that embraces in its ranks the ablest and the best men of all the old parties of the Provincial period; a party that devised, proposed, and CARRIED Confederation, in spite of the lukewarm assistance, and final desertion of a few selfish political adventurers, who now claim all the credit of that great and crowning "Reform"; a party that is at once national and patriotic, liberal and loyal, progressive and stable; a party that acknowledges no sectional domination, submits to no individual dictatorship, and cowers under the lash of no partizan newspaper. In the creation and consolidation of this great, United "National" party, I have, under your authority and by your instructions, zealously labored since 1864. If you approve of those labors—of my humble efforts in the past to build up our New Dominion and to unite the political forces by which alone it can be defended and preserved—I ask you to give me your confidence and your votes. There is yet work to be done by the Union party. The conspirators and factionists must be kept at bay for another term. Newfoundland and Prince Edward Island are still needed to crown the stately edifice. Like two noble spires of unequal length, but of equal grace and symmetry, they are necessary to fulfil the grand design.

The Political system which you commissioned me in 1864 to plan, and in 1867 to build, is still incomplete, and I confess that my ambition prompts me to ask a renewal of the commission from the Electors of North Lanark, rather than from any other constituency. As your representative, I desire to give the finishing stroke, if only as a workman on the walls, to the noblest political structure that any Canadian politician, could ever hope to take part in planning or in building.

As respects the gentlemen who at present advise His Excellency, I have so much confidence in their ability and patriotism, and so little in the ability, patriotism, or honesty of those who constitute the regular Parliamentary Opposition, that I should be very unwilling to displace the first in order to make room for the last. Nevertheless, I believe all Governments require to be watched, advised, aided and sometimes opposed by the representatives of the people who are free from official influences and responsibilities. The next Parliament will contain a larger proportion of independent, or non-partisan members than the last. My own experience has convinced me that a representative who exercises an independent judgment upon the measures of a Government, criticizing them with candour, and in the interest of the people instead of a party, will often be able to influence the action of the Government, and to procure amendments, when the utmost efforts of an organized Opposition will only confirm the disposition to adhere to first impressions. It is my intention, if elected, to go to Parliament unfettered, and to deal with the Government of the day in the spirit of fair-play, and with a single eye to the interests of my country.

I have the honor to be,

Gentlemen,

Your Ob'd't. Servant,

WM. McDOUGALL.

July 13, 1872.

## THE WASHINGTON TREATY.

The following despatch has been received by the Dominion Government, respecting the action of our Parliament in relation to the Washington Treaty:

"Downing Street, 20th June, 1872.

Canada, No. 153.

My Lord,—I have to acknowledge the receipt of your despatch No. 147, of the 30th of May, reporting the passing by the Dominion Legislature, of the Bill "To carry into effect the provisions of the Treaty between Great Britain and the United States, signed in the City of Washington, on the 8th of May, 1871."

Her Majesty's Government desire to express their high sense of the prompt and able manner in which this measure has been brought forward by the Canadian Government, and they have observed with great satisfaction, the marked cordiality towards this country, and attachment to the Crown which has been manifested in the discussions which have taken place in the Legislature on this subject.

I have at the same time to convey to your Lordship, Her Majesty's entire approval of the ability and judgement with which you have brought to a close your successful administration of the important Government which has been entrusted to you.

I have, &c.,

(Signed) KIMBERLY.

Governor General, the Right Honorable Lord Lisgar. G. C. B., G. C. M.

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The Annual Report of the Emigration Commissioners for Great Britain, recently laid before the Imperial Parliament, sums up the results of the emigration movement during the past year, some of which are of much interest to Canadians. It appears that the total number of emigrants that left the United Kingdom in 1871 was 252,435, being a decrease as compared with 1870 of 4,505, and as compared with 1869 of 5,592. The most striking feature of the emigration of the last three years has been the increase in the number of English emigrants, especially as compared with Irish. Up to the year 1869 the Irish emigration had always been much larger than the English, but in that year the latter for the first time exceeded the former. In 1864, the numbers of English and Irish emigrants were 56,618 and 115,428 respectively, or in the proportion of 33 to 67; but in 1869 they were 90,416 and 73,325, or in the proportion of 55.22 to 44.78. The following year the difference was still better marked, the number of English emigrants being 105,293 and Irish 74,283, or in the proportion of 58 63 to 41.37. In 1871, the numbers of English and Irish emigrants were 102,452 and 71,067 respectively, being as 59 to 41. These figures show that while the number of Irish emigrants has fallen off from 115,428 in 1864 to 71,067 in 1871, the number of English has increased from 56,618 in 1864 to 105,293 in 1870, and 102,452 in 1871. The number of Scotch emigrants has remained almost stationary. In 1864 it was 15,035 and in 1871 it was 19,232; the largest number in any one year was 52,935 in 1870, and the smallest 12307 in 1866. In proportion to population, however, the Irish emigration is still much greater than either the English or the Scotch, the proportion in 1871 having been, of Irish, 1.31 per cent. of the population; English, .45 per cent.; and Scotch .57 per cent.

One of the notable effects of emigration is a great and increasing excess of females over males in the population of the United Kingdom. In the last ten years, out of the 2,128,235 emigrants from the United Kingdom, the males numbered 1,279,240 and the females only 848,995. The census of 1871 showed an excess of females over males of 913,-162. There can be no remedy for this until a larger proportion of young women are content to emigrate with a willingness to accept such employment as offers in the colonies, which of course is chiefly in the shape of domestic service. It is worthy of notice that during the year 1871, the large sum of £702,488 stg., was remitted to Great Britain and Ireland from Canada and the United States, £310,990 of this being in the form of prepaid passages. The price of passage in steamers has been fixed by arrangement among the steam shipping companies of Liverpool at £6 6 per statute adult. The present report, of course contains no statistics on the head of assisted immigration. Mention is made of the fact that the Dominion Government have transmitted to Mr. W. Dixon, the agent London, 10,000 warrants to be issued by him to approved emigrants. These warrants entitle the emigrants to passages by the Allan line of steamers at a reduced rate; but the system, it is stated, has hardly yet been brought into working form.

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In South Lanark the contest will be between James Bell and John G. Haggart, Esq.

## RAILWAY MEETING IN CARLETON PLACE.

A Public Meeting of the inhabitants of Carleton Place was called on the evening of Tuesday last by A. F. Wood, Esq., Warden of the County of Hastings, to take into consideration the propriety of granting a bonus to aid in the construction of the Ontario and Quebec Railway, on conditions that Carleton Place shall be the starting point, westward, of the said railway. About 250 were present. Robert Crampton, Esquire, Reeve, presided as the meeting,

Mr. Wood entered at some length into the subject of the advantages of railways. He said he came before the meeting in a double capacity. As the representative of the directors of the road and as the representative of the County of Hastings—a County which would be much benefitted by the road. He showed how railroads were in a high degree educators of the public mind. He alluded in truthful and fitting terms to the advantages which would result to Carleton Place from being located on the line of such a great commercial and travelling highway, as this road will ultimately prove to be.

He was followed by Messrs, A. McArthur, R. Bell, W. Bredin, D. Galbraith, Wm. Caldwell, A. Code, and P. Struthers, all of whom referred to the benefits likely to result from the building of the road and recommending that a bonus should be given to the Company. It was then

Moved by A. McArthur, seconded by James Gillies, Resolved that the village of Carleton Place grant a bonus of $5,000 in aid of the Ontario and Quebec Railway, on condition that the road is built by way of this place.

In amendment it was moved by Wm. Bredin, seconded by Joseph Cram, that Carleton Place give a bonus of $10,000 towards the Ontario and Quebec Railway, on conditions that the road commences, westward, from this village; and that the council be requested to pass a by-law for that purpose.—Carried with only one dissenting vote.

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THE EIGHT HOURS MOVEMENT IN NEW YORK.—The New York *Journal of Commerce* contends that its opinion that the work of the world cannot be done in less than ten hours a day, certainly not in eight hours a day, has been proved by actual experiment. In some trades, either because they could not help it for the moment, or because they wished to give the thing a fair trial, the employers yielded. But the result is that they must go back to the old system or shut up their establishments. This is the case especially among the iron and metal workers. They consented to give a trial to the short hours, and they have had to go back to ten hours on penalty of bankruptcy. In the same way the cabinet makers and wood carvers obtained the concession of eight hours as day's work. The employers had, therefore, to raise their prices; and the result was such a falling off in the demand for their goods as to make it necessary either to stop or to give up the ruinous experiment. The *Journal* says that the same thing is or will be true of all the trades, as the limit is only possible on Government jobs, where money is no object, and where soft places have to be made for voters at Government expense.

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American papers state that never before has such an exodus of clergymen been chronicled as during the present summer. Since the middle of June there have sailed or are booked to sail for Europe between thirty and forty ministers of different denominations, and during the present month the number will be largely increased. The Baptists lead off with the largest number of clerical pilgrims; the Catholics, who, until lately, rarely gave their pastors vacations, are this year stepping on the heels of the Baptists, and the Episcopalians follow hard after them. Of Methodists and Presbyterians very few have sought rest and recreation in European travel; and the Congregationalists have sent one—perhaps two pastors to visit the Old World, that they may see for themselves the places and scenes mentioned in the Bible.

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The cause of female education continues to move on in Europe. The Russian ladies are now seized with the desire to figure as doctors and woman of science. A St. Petersburg correspondent of the Augsbourg *Gazette* says that lately several Russian ladies, widows and unmarried, have gone to the University of Zurich to devote themselves to the study of medicine and the sciences. The authorities of the university having previously denied admission to other Russian ladies who were not able to present the necessary certificate of capacity, the ladies who have now applied had the prudence to obtain beforehand from duly qualified examining committees all the certificates necessary for their entrance to the university.

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THE RAILWAY MUDDLE.—An attempt was made at the Railway meeting here on Tuesday last, by Messrs. McArthur and Galbraith, to explain away the matter referred to in our last issue, and hush up investigation into the subject of the mismanagement of that affair. The meeting was told that the government would, probably, cancel the debt against the County. Suppose the government should do so, of which there is little probability, the ugly fact still stares in the face, that, through the blundering and mismanagement of our Reeves, Wardens, Railway Directors and vice presidents, the County has lost, as appears by the statute we quoted last week, about $100,000, which might, today be to the credit of the county, and might be made available to assist some railway, or other enterprise for the benefit of the people.

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Prince Kasa of Tigre has been crowned Emperor of Ethiopia. This is the potentate whose name was prominently before the world at the Abyssinian expedition. He has now been crowned "King of Kings of Ethiopia by the will of the people of Abyssinia." Upwards of 100,000 persons were present. The camp reached for about eight miles, and the feast lasted ten days. About 20,000 cows were killed, and 40,000 gallons of honey were drunk.

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☞ We publish, to-day, Mr. McDougall's address to the electors of North Lanark; and we have assurances from all parts of the riding that he is the man of the people.

THE NEW ANCHOR LINE TRANS-ATLANTIC FLEET.—On the 10th inst., the new steamer California, the first of the new fleet of steamers which Handyside & Henderson are about to introduce into the Clyde and New York trade, went down the Clyde on a trial trip. She is a vessel of 3,400 tons, and was built by Stephen & Sons, Glasgow. The engines of the California are on the compound principle, the cylinders being 58 and 103 inches respectively, and the stroke four feet each. The steam is supplied by six boilers, which have each three furnaces. One of the improvements introduced is a recently patented engine for steering the ship. By means of valves which are opened and shut by the turning of a wheel on the bridge, the rudder is driven from "hard a starboard" to "hard a port," or to the most minute point either way, without the least effort on the part of the steersman. The sleeping cabins are handsomely furnished, and the saloon, which is 45 feet by 40 feet, is seated for dining 150 passengers. The steerage contains sleeping accommodation for 900 adults. The second of the new fleet, the "Victoria," a sister ship to the "California," has just been launched, and the "Bolivia" and "Ethiopia," of 4,000 tons each, are well forward. Three other steamers for the Anchor Line are in frames—viz., the "Eutopia," "Castilia," and the "Italia," making in all seven steamers, of over 23,000 tons in the aggregate, and valued at half-a-million of pounds, which will be built for this firm within one year. Since 1857, when the "United Kingdom" was launched, seventeen vessels, of from 1,500 to 3,500 tons each, have been built for the Anchor Line New York fleet; and from the Don Pedro, in 1857, twenty-nine steamers have been built for the Anchor Line Mediterranean fleet, making in all forty-six steamers in fifteen years.—SCOTTISH AMERICAN.

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NORTH LANARK.—We see by the C. P. 'Herald' that Mr. McDougall has been holding meetings in all parts of the Riding—that he has met with very gratifying success—so much so, that he has decided to be a candidate. The Herald, which has a large circulation in North Lanark, and may be considered the organ of the Reformers in that County, comes out strongly for Mr. McDougall. If Mr. McD could only hold a meeting in every School Section, he would sweep the Riding. The electors of the North are very susceptible to eloquence.—EXPOSITOR.

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Mr. Mackenzie has been dining with his Rouge friends in Montreal, whom he highly eulogized. He made an announcement in the course of his speech which we welcome with delight. He said "the time for mere press blackguardism is come to an end." Now then may we not hope for some improvement in the manner in which the leading organ of his party is conducted. Let us hope that our contemporary the *Globe* will in future contain something besides mere invective and coarse abuse.

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A QUEBEC MURDER.—A terrible story comes from St. Jerome of the murder of an old man named Labelle by his son. The old man, it is said, was found in his bed with wounds on the back of his head, and considerably burned by the fire which had destroyed his house. It is supposed that the son set fire to it to conceal his crime. He had been known to threaten his father some time before, and the old man had complained to the neighbors of his treatment. The miscreant has not been seen since the day of his father's interment, and is supposed to have gone to the United States.

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The Civil Service Gazette remarks upon the remarkably large number of changes which have recently occurred in the Governments of our Indian and Colonial dependencies. India has received a new Viceroy, and a new Governor General has arrived in Canada. Bombay, Madras, Ceylon, Honkong, Queensland, New South Wales, and the West African settlements have all lately had new Governors appointed, while numerous posts of lesser importance have also been newly filled. Changes are, of course, always going on, but such a wholesome migration of Governors of important dependencies was probably never before known.

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The most favorable news is published regarding the crops in Manitoba. Wheat looks exceedingly well, and the prospect is that the yield will be the largest and best had for some years. All other cereals are equally good, and should nothing unforeseen happen, the yield will doubtless supply the demands caused by immigration. It is certainly a good thing for the Province that incomers are not compelled to burden themselves with provisions from the United States.

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A terrible accident occurred in Hotchkiss & Co's saw mills, Collingwood, Saturday evening, resulting in the instant death of a millwright named Robert Reid, while engaged filing the three edging circulars, the engine running at the time, the pole which held up the belt, was accidently knocked out, and the saws instantly set in motion.—Reid's right leg and arm were cut off, and he was otherwise mutilated, presenting one of the most shocking sights ever witnessed. The deceased leaves a wife and two children, and he was highly respected. He never spoke after the accident.

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Lately an English plow was introduced into one of the provinces of India, and the natives were taught its superiority over their own clumsy machinery. At first, astonished and delighted at its effects, as soon as the agent's back was turned, they took it painted it red, set it up on one end and worshipped it.

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A colored preacher at Sparta, Ga., some time ago was heard to say in a funeral sermon of a deceased brudder: "He ruminates no longer among us; he have exonerated from the syllogisms of this world's discrimenation, and when he gits to de cold streem of the River Jordin, the Kerosines and Peripheus will meet him dare to row him over on dry land to the silvereesting city."

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Miss Lizzie Barrigan is the champion swimmer of Charleston, Mass. She can swim faster and further, dive deeper and come out dryer than anyone else in the place; and, altogether, she is a "duck of a woman," though some envious detractors allude to her as a "little goose."

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A little four year old beset his mother to talk to him and say something funny. "How can I?" she asked; "don't you see how busy I am baking these pies?" "Well you might say, 'Charley, won't you have a pie?' That would be funny for *you!*"

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"Sire, one word," said a soldier to Frederick the Great, when presenting to him a request for brevet of lieutenant. "If you say two," answered the king, "I will have you hanged." "Sign," replied the soldier. The king stared, whistled, and signed.

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"How hollow it sounds!" said a patient under the movement cure, as the physician was vigorously pounding his chest. "Oh, that's nothing!" said the doctor; "wait till we get to the head!"

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The County Council of Simcoe have made a grant of $200 towards erecting a lock-up for Collingwood, provided the town Council appropriates an equal amount.

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Rev. J. McCollum was presented by the Wesleyans of Sarnia, with a gold watch and chain, previous to his departure to Collingwood.

## THE CANADIAN PACIFIC RAILWAY.

Our French contemporaries in this city and Montreal are divided in opinion as to the character and probable results of the settlement of the Pacific Railway difficulty just reported. The combination of Lower Canada and Upper Canada capitalists and politicians, represented by Sir Hugh Allan on the one side and Hon. Mr. Macpherson on the other should be all-powerful. Some fear that, were these parties willing to unite for the construction of the railway, troubles might hereafter spring up in the company through personal, sectional or political jealousy. Not a few observers of public events imagine that Sir Hugh Allan might desire the predominant influence in the combination, and that Mr. Macpherson might also aspire to this enviable position. The basis of the settlement announced would yield the supremacy or the presidency to Sir Hugh, giving each company eight representatives on the Board of Directors. In the event of an equal division Lower Canada or whatever side best accorded with the views of Sir Hugh, would prevail, by means of his casting vote. Those who speculate upon the possible difficulties and dangers may conjure up others besides a tie of this description; but no conflicts of view between the representatives of the two Provinces may arise. In the first place the pecuniary interests of the country may outweigh personal preferences and sectional jealousies. If the surveyors decide that such a route would save hundreds of thousands or millions of dollars, private or local feelings may have to yield to the economical consideration; and this is the more likely that in any event Ontario and Quebec in their northerly or rearward sections must be traversed by the Railway. From the head of Lake Superior to the head waters of the Ottawa, at Lake Nipissing, the line will pass through the Western Province, having a course of six hundred miles or more, and from Nipissing to opposite Pembroke, or Ottawa, the route will be through Quebec. Ontario must thus obtain a far larger share of the road than this Province, whose railways, now under construction, or contracted for will meet the Pacific but a short way from its Upper Canada terminus. For example the North Shore Road from Quebec to Hull, opposite Ottawa may be said to be already begun. From Ottawa there will soon be a rail to Pembroke, the road of the B. & O. being considerably advanced beyond Sand Point. But should the railway be carried up the north shore of the Ottawa, from Hull to Nipissing, there will be about three hundred miles to construct. This is only half the purely Ontario section which is inevitable, should the Canadian Government persist in the scheme of finding the whole of the Pacific Railway route in Dominion Territory. Of course many of us thought the Lake Superior section, which must be frightfully difficult and costly to build, and no less onerous to work, when completed would be put aside for the present, and use made of the American Northern Pacific from Sault Ste Marie to Fort Garry or Pembina. However, the Government surveyors may discover a region north of Lake Superior and Nepigon, affording a practicable route. In this event, the pressure from Ontario to carry the line through that Province will be powerful, perhaps irresistible. Its cabinet, under the Sandfield Macdonald *regime*, promised to urge the Legislature to make the necessary land grant in aid of the road, proportioned to the grants from Manitoba and British Columbia for the sections throughout the North West. During the discussion on the Pacific Railway at Ottawa, last session, the Ontario Ministers abstained from declaring their policy as to the land appropriation, but Sir Geo. Cartier assumed, and was not contradicted, that Ontario would do what the late Cabinet undertook to pledge in its behalf. There would be nothing unreasonable in this, for Quebec has given 10,000 acres a mile to its northern roads up the St. Lawrence and Ottawa which will form the Eastern branches of the main trans-Continental line. This land, be it observed, moreover, is of greater value than that north of Superior, which is known to be a forbidding region of lakes, rapids and mountains. Perhaps the country is better a considerable distance northward, but it would still be inferior to Quebec's lands owing to its distance from the sea and the main routes of travel. Then, the question as to boundary arises. Perhaps the Province of Ontario does not extend backwards to the level region. In any case, it would be well exchanged for a railway. Returning to the combination scheme, it is alleged to be the work of Sir Geo. Cartier, who saw no other way of reconciling, or satisfying the rival interests. Political and financially this may be the best solution possible. The leading men in both companies are, we believe, friends of the present Government, each possessing, or thinking he possesses, claims upon its gratitude. The question arises, however, whether the Western men will be willing, assuming, as many do, that the Eastern are favourable. A few days may furnish us all the light needed for reliable conclusions. While there is often an advantage in rivalries of this kind, with their competitions, and mutual criticisms, there are occasions when a union of all the forces and resources available, is most preferable. The present may be one of them, when the work to be undertaken is gigantic, and the difficulties serious. Who will say that a road of two thousand five hundred or three thousand miles, through a region uninhabited for two-thirds of the way and much of it bestrewn with such natural obstacles as lakes, rivers, rapids, hills, mountains and deep valleys, does not come up to our description? Whatever perils or drawbacks a union of intelligence and means may involve, the strength to be derived from it would seem desirable if not essential in the interest of this great work.

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CANADIAN SARDINES. A novel undertaking to Canada is now being carried out by Messrs. Crepin and Paquet, of Quebec. The new undertaking in which they have engaged, is the preparation of beef, soup, and sardines which sealed in tin vessels are so prepared as to keep sweet and good for years, being particularly adapted for use on shipboard or on long voyages, and for the use of invalids. The sardines are procured in abundance at the river Ouelle to which place the tin vessels in which this dainty species of the finny tribe when prepared are preserved, are sent from Quebec where the boxes are made, the beef and soup being prepared at their establishment in the city.

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The following note written to her schoolmate by a girl who had been absent several days illustrates the sweet simplicity of childhood.—"Dear Susie.—I shant attend school again until I get some new cuffs, collars, and jewellery.—Dear Mamma agrees with me that it is my duty to take the shine out of that upstart Mamy Jones, and I'll do it if I never learn nothing."

## THE LAST DAYS OF DR. NORMAN MACLEOD

A good many of the friends and admirers of the late Dr. Norman McLeod in this country have expressed a desire to know some particulars about the disease of which he died, and the manner of his death. The papers which have as yet come to hand give but very meagre accounts. The following from the Glasgow *Herald* of the 17th June is the fullest we have come across:—

"For some time Dr. McLeod had not been in good health. He was still, however, able to continue at work, and although of late his family have not been free from anxiety on his account, those beyond this inner circle had no reason to doubt that he would yet for many years be spared to the Church and to the world. So recently as the 30th of last month, Dr. McLeod appeared in the General Assembly at Edinburgh, and resigned his Governorship of the Indian Missions of the Church. He was compelled to take that step, he said, by the advice of his medical attendant, who warned him that he could only continue in office at the risk of his life. How sadly truthful these words were, no one in the Assembly except Dr. McLeod conceived.

"The simple fact is, that for several days before he had been seriously ailing, but bodily weakness did not turn him aside from the path of duty; and no one who heard him then deliver what was perhaps the most thoughtful and striking of his many brilliant public utterances, could have supposed that the end was so near. On that occasion his address consisted of a statement of the spirit in which missions in the East should be conducted in the future, and may be regarded as his last testimony respecting a department in the Church's work in which he had long taken the deepest interest, and to which, at immense self sacrifice, the later years of his life were largely devoted. We have reason to believe, indeed, that the anxiety and strain consequent upon the preparation and delivery of his recent speech in the Assembly formed the immediate cause of his death.

"As we have said, he was ill to begin with, and dealing, as it was necessary for him to do, with questions of the utmost importance and delicacy, he spoke at considerable length, and, as was his wont, with all the earnestness, and self surrender, and Christian fearlessness of his nature. The effort proved too great for his enfeebled condition; and on returning home, effusion of the pericardium set in. No organic disease of the heart previously existed, but the members of his family became aware that fom the malady under which he labored a fatal issue might be dreaded at any hour, and about noon yesterday he sank into rest. His end was sudden, although not unexpected. He died possessed of the peace and joy which mark the last moments of those whose lives have been spent in the fear of God, and in the service of their fellow-men."

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The routes of commerce are now being straightened in every part of the world. The gain of a few hundred miles is sufficient inducement to tunnel a mountain, run a canal through a desert, or construct a railroad up the steepest hill-sides. Among the latest projects of this character in the United States is one to push a ship canal across the Peninsula of Florida. The indicated route is up St. John's River 127 miles, then up Ocklawaha River for 60 miles. To this point a ship canal for the distance of forty miles must be cut through the swamps to the Amaxara River, at a spot 30 miles from its mouth, where it empties