LISTOWEL STANDARD.

FRIDAY, MAY 28, 1880.

GRAND TRUNK ACQUISITION OF THE P. D. & L. H. RAILWAY.

The negotiations which have been pending for some time past between the Grand Trunk Railway Company and the Port Dover and Statford & Huron Railway Company have resulted in the acquisition of the latteral road by the Grand Trunk Company. The matter was finally settled at the meeting held in Woodstock on Tuesday last. The conditions of agreement entered into between the two railway corporations are in effect, that the Grand Trunk lease and operate the Port Dover and Stratford & Huron Railway for 21 years, at a rental of 25 per cent. the gross earnings up to $700 per mile, and 12½ per cent. of the gross earnings beyond that amount. The G. T. R. is to provide all working expense, and maintain the right of way and necessary renewals. The arrangement embraces the proposed extension from Listowel to Wiarton, which is also to be bonded over to the G. T. R. when completed. It is estimated that the proposed rental will, with the present receipts, yield a dividend of about 4 per cent. on the amount invested by the bondholders, ordinary stock being considered practically worthless. The conditions of lease having been ratified, the Grand Trunk Company assumed possession of the road on Wednesday morning. The transfer cannot be looked upon otherwise than with satisfaction by the people of this town, and with perhaps a single exception by every interested municipality between Lake Erie and the Georgian Bay. While the late management may have done all within its power to attain a desirable state of efficiency, the advantage of having it placed in the hands of such a powerful corporation as the Grand Trunk can be readily apprehended. The better facilities for operating the road which are at the command of the Grand Trunk will no doubt speedily manifest themselves in a much more efficient management than has hitherto obtained, while the wholesome competition of the two great trunk roads of the country places this town and other points along the line in an enviable position. We are pleased to notice that the conditions make provision for the extension north. The S. & H. R. Company, we understand, purpose expending the balance of the municipal aid granted between here and Wiarton on the construction of the road, and in the event of the Ontario Government lending the assistance which the Company had been led to expect, and which no doubt induced those northern municipalities to incur such heavy liabilities, that division will be placed in the condition required, and will be assumed and operated by the Grand Trunk. In the meantime communication with the north will most probably be obtained at an early day via the Wellington & Georgian Bay Railway, the Grand Trunk Company having entered into arrangements to operate that line also, as soon as made ready and connection is effected between Listowel and Palmerston. It is expected that this will be accomplished very shortly, as the work is being vigorously pushed forward. The municipalities all along the line, with the exception of Stratford, which place may possibly not fare so well owing to the loss of competition, have particular reason to feel highly gratified at the acquisition of the road by the Grand Trunk Railway Company.

HANLAN VS. RILEY.

Another Easy Victory for the Canadian Champion.

Time 36 Mins. 2 2-5 Secs.—Three-Sixteenths of a Mile Ahead after Repeated Stoppages.—Hanlan Leading from Start to Finish.

Washington, D. C., May 26.—The five mile single scull race between Edward Hanlan, of Toronto, and James Riley, of Saratoga, for a purse of $2,000, contributed by citizens of Washington, was rowed at 6 p. m., over the Potomac River course. Hanlan took the lead at the start and increased it as he pleased, winning, by three-sixteenths of a mile, in 36 min. 2 2-5 sec. Riley's time was 37 min. 21¼ sec. There was hardly any betting, only a few small pools being sold at the odds of ten to five on Hanlan. It was estimated that at least 30,000 people witnessed the race from the shore and various steamers and river crafts. Six o'clock was the hour fixed for the race, and both men were promptly at the starting point at the appointed time. Lieutenant Max Wood, of the United States Navy, acted as referee and starter; Dave Ward, of Toronto, judge for Hanlan; and Col. Frank Jones, of the Potomac Boat Club, for Riley. The referee's boat and the Wm. Bell, on which the members of the press embarked, were the only steamers allowed on the course. Hanlan having won the toss surprised every one by choosing the Washington side of the course, the Virginia side having been his choice in the previous race. This change of courses was made, it is said, with the desire to accord Riley whatever advantage there might be in having the Virginia side.

THE START.

At six o'clock the two oarsmen backed into position, and a few minutes later were given the start. Their oars seemed to catch water simultaneously and both struck out at a terrific pace. Suddenly, after taking half a dozen strokes, Riley stopped, losing a full length. The cause was not known until the race was over, when it was claimed that he had broken one of his foot straps. Though he lost but two strokes the length that Hanlan gained upon him he was never able to cut down, and the race from the start to the finish was virtually a stern chase. Both men pulled at the start 40 strokes to the minute; but at the first flag Hanlan had dropped to 36 and Riley to 38. At the half mile flag Hanlan was leading by two open lengths, and evidently rowing well within himself. His steering was faultless throughout the race, while Riley evinced much nervousness and lost several lengths by his wild steering. At the mile flag Hanlan led by three open lengths, pulling 32 strokes to the minute, while Riley struggled along at 36, putting into each stroke all the force he could command. A short distance further on

HANLAN STOPPED ROWING,

and deliberately dipped his sponge in the river, with which he leisurely moistened his head, which enabled Riley to creep up a length or more. This operation he repeated half a dozen times during the race, but each time instantly made up the loss on resuming work. From the mile flag to the flag making 2½ miles from the start Hanlan preserved an average of about three open lenghts.

A SPLENDID SPURT.

An eighth of a mile from the turn flag he quickened his stroke, rowing very fast to the turn, and rounding it handsomely, squared away for the finish in 17 min. and 54 sec., all of ten lengths ahead of Riley. From this point it was simply a question of how badly he would defeat his opponent. Though Riley pulled pluckily to the finish he could not close the gap between him and his antagonist, who left him as successive flags were passed more and more hopelessly in the rear. Hanlan crossed the finish line winner of the race and $2,000 purse in

36 MIN. 2 4-10 SEC.

which was ⅘ of a minute faster than in his previous race. He finished one minute 12¼ seconds ahead of Riley, or about 2-16 of a mile. Riley's time to the turning flag was 18 mins., 25 secs. When Riley reached the finish Hanlan pulled over to his boat, and victor and vanquished cordially shook hands.

DENOMINATIONAL RAILROADS.

A Brakeman's Idea of Churches.

On the road once more, with Lebanon fading in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall thin passenger reading "General Grant's Tour Around the World," and wondering why "Greene's August Flower" should be printed above the doors of a "Buddhist Temple at Benares." To me comes the brakeman, and seating himself on the arm of the seat, says:

"I went to church yesterday."

"Yes," I said, with an interesting inflection that asks for more. "And what church did you attend?"

"Which do you guess?" he asked.

"Some union mission church," I hazarded.

"Now," he said, I don't like to run on these branch roads very much. I don't often go to church, and when I do I want to run on the main line, where your run is regular and you go on schedule time, and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said; "all palace cars and two dollars extra for a seat; fast time and only stops at big stations. Nice line but too exhaustive for a brakeman. All train men in uniform; conductors punch and lantern silver-plated; no train boys allowed. Then passengers are allowed to talk back at the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road enough. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman; "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at all flag stations, and won't run into anything but a union depot. Train orders are vague, though, and the train men don't get along well with the passengers. No, I don't go at all. When the car is full no extra coaches; cars built at the shops to hold just so many, and nobody else allowed on. But you don't hear of an accident on that road. It's run up to the rules."

"Maybe you joined the Freethinkers?" I said.

"Scrub road," said the brakeman; "dirt road bed and no ballast; no time card and no train despatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke it you want to; kind of go-as-you-please road. Too many side tracks, and every switch open all the time, with the switchman sound asleep and the target lamp dead out. Get on as you please, and get off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass, but I don't like to travel on a road that has no termini. Do you know, sir, that I asked a division superintendent where that road run to, and he said he hoped to die if he knew? I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they had he didn't know any more about the road than the passengers. I asked him who he reported to, and he said nobody. I asked a conductor who he got his orders from, and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer where *he* got his orders from he said he'd like to see anybody give him orders—he'd run that train to suit himself, or he'd run it into the ditch. Now, you see, sir, I'm a railway man, and I don't care to run on a road that has no time, makes no connections, runs *nowhere*, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Did you try the Methodist?" I said.

"Now, you're shouting," he said, with some enthusiasm. "Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it, steam gauge shows a hundred, and enough all the time. Lively road; when the conductor shouts 'all aboard' you can hear him at the next station. Every train lamp shines like a headlight. Stop over checks given on all through tickets; passengers can drop off the trains as they like, do the station two or three days, and hop on the next revival train that comes thundering along. Good whole souled, companionable conductors; ain't a road in the country where passengers feel more at home. No passes; every passenger pays full rates for his ticket. Wesleyan house air-brakes on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Maybe you went to the Congregational church?" I said.

"Popular road," said the brakeman; "an old road, too; one of the very oldest in the country. Good roadbed and comfortable cars. Well managed road, too; directors don't interfere with division superintendents and train orders. Road's mighty popular—but it's pretty independent, too. See, didn't one of the division superintendents down East discontinue one of the oldest stations on this line some three years ago? But it's a mighty pleasant road to travel on. Always has such a pleasant class of passengers."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah! ah!" said the brakeman, "she's a daisy, isn't she? River road; beautiful curve; sweep around anything to keep close to the river; but it's all steel rail and rock ballast single track all the way, and not a side track from the round house to the terminus. Takes a heap of water to run her, though; double tanks at every station, and there isn't an engine in the shops that can pull a pound or run a mile in less than two gauges. But it runs through a beautiful country; those river roads always do; river on one side, hills on the other, and it's a steady climb up grade all the way till the run ends where the fountain head of the river begins. Yes, sir; I'll take the river road every time for a lovely trip, sure connections and good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me, but I paid my fare like a little man—twenty-five cents for an hour's run and a little concert by the passengers thrown in. I tell you, Pilgrim, you take the river road when you want——"

But just here the long whistle from the engine announced a station, and the brakeman hurried to the door, shouting:

"Zionville! This train makes no stops between here and Indianapolis!"—*Burlington Hawkeye.*

The offer of prizes for the best farms made by the Ontario Arts and Agricultural Association have called forth a number of competitors throughout the district—number one—which stretches from Niagara to North Waterloo. The following competitors from South Waterloo have entered:—Thos. Edgar and Geo. Barrie, Jr., of North Dumfries, and John Wallace, of Waterloo township. The prizes are a gold, a silver, and a bronze medal.

A "RELIC" OF DR. LIVINGSTONE.

At the meeting of the Royal Geographical Society in London recently—Sir Henry Barkly presiding—an interesting paper was read by Rev. Chauncy Maples, of the Universities Mission to Central Africa, descriptive of the country and peoples around and beyond the village of Masasi, founded by the Mission about three and a half years ago, the inhabitants of which consist of released slaves. Its locality, one of the most salubrious in tropical Africa, is about half-way between Lake Nyassa and Zanzibar and the coast. Between the village and the coast, there are dense forests, whole sections of which are composed of indiarubber vines. The fruit of these vines is luscious and grateful. The natives spend days in the recesses of the forests "gashing" the trees, the exudation from which produces the substance known as indiarubber. This they afterwards collect and convey to Lindi, where the merchants buy it at about a fourth of its value. The dark recesses and oppressive silence of these forests have gained for them a superstitious reverence. A very noticeable feature of the Masasi district was the fertility of the soil. The cassava attains an enormous size, while the sorghum, sesamum, and rice grown there were famous for miles round. When the missionaries first settled in the country, the tamarind, the cashew apple, and the banana were the only fruit of any importance that were indigenous, but they very soon introduced guavas, oranges, lemons, limes, pomegranates, custard apples, mangoes, pine apples, jack-fruit, and other fruit trees from the coast. They had also tried to grow cinnamon, coffee, ginger, with varying success: while last year a a goodly crop of English vegitables—cucumbers, peas, scarlet runners, vegetable marrows, and potatoes—was raised. Mr. Maples also described an exploratory journey by himself and Mr. Williams, in November, 1877, to the Rovuma and the Makonde country, when at a place called Matola he heard of a man who wished especially to see the English visitors. A pompous old man, who spoke in a dignified manner, was presented to them. Over his right shoulder there hung an old coat, mouldy, partially eaten away, but still to be recognized as of decidedly English make and material. "Whose was it?" they thought as he began with much mystery to tell of a white man who, ten years ago, had travelled with him to Mataka's town, a white man, he said, whom, to have once seen and talked with, was to remember for ever; a white man who treated black men as his brothers, and whose memory would be cherished all along that Rovuma Valley after we were all dead and gone. Then he described him—a short man with bushy moustache and a keen piercing eye, whose words were always gentle, and whose manners, were always kind, whom as a leader it was a privilege to follow, and who knew the way to the hearts of all men. This was the description this African savage (as men speak) gave of Dr. Livingstone. (Cheers.) Then he showed the coat; it was ragged now, he knew, but he had kept it those ten years in memory of the giver, from whom it had been a legacy when they parted at Mataka's. To no one but to an Englishman would he part with it, but he let Mr. Maples have it as one of Livingstone's brothers (he said), and it now lies in the museum at Charterhouse School a precious relic of one whose heart bled for Africa, and whose life was laid down in efforts for her redemption (Cheers.)—*Edinburgh Scotsman.*

ROLLIN.

QUEEN'S BIRTHDAY.—The bugle, the firing of anvils with plenty of powder and loud reverberations, awoke the village at an early hour of the morning. In the evening the usual meeting was held at the Western Hotel, the Rev. J. H. Sewell, B. A., (Proprietary Church, Wallace,) in the chair; Captain Thompson in the vice-chair. Dr. Fell made some excellent observations on the greatness of England's commerce; and Mr. Perry, teacher of the Hollin school, followed in the same wake, giving in a few words a masterly description of English homes upon the waters, embracing Canada's hopes, and belting the world. The Captain held that the military in general, and our militia in particular, ought to be valued more than they were when no disturbing crisis loomed in the near future. They gave firmness to commerce, and by the confidence which they sustain were, as the Chairman observed in reference to the Queen, naming her titles, or some of them, "defenders of the Faith." Mr. Thos. Cross responded to the toast "Agriculture," and answered in his own way, plainly and sensibly, the *Quid faciat lætas segetes*, "What makes your farming brim with joy?"——the Heavens, greater care, and prayer the more fervent. The Chairman thought that there could be no doubt but that bad opinions undermined prosperity, while the turn of those opinions, with the help of the clergy, might be stirring up the arduous thought of desponding men and preparing a better way. The great name of the grandly royal Marcus Aurelius Antoninus had come to the front recently, and had been taken to support the cause of the Agnostics, the fact being the wise Emperor broke the back-bone of the old Stoicism when he proclaimed, as he did in his diaries, benevolence, furnishing at the same time a *latent* force for the up-rising of our down-trodden faith.—COM.

STRATFORD.

CHEESE MANUFACTURERS' MEETING.—The first meeting of the cheese makers of the Stratford district, took place at the Town Hall, Stratford, on Thursday, the 20th inst. Mr. James Dickson, sr., of Elma, was elected president, and Mr. W. S. Cowan Secretary. Fifteen factories were represented, together with some five or six dealers. 1,200 boxes of cheese were offered, but no sales had been effected up to the close of the meeting—11 cents being bid. The next fair will be held on Thursday, 3rd of June, at 3 o'clock p. m., and every second Thursday during the season.

We are in a position to state that although the Grand Trunk Railway Company has purchased the Port Dover & Lake Huron Railway, there will be no unfair discrimination in the rates of freight. The effect of the new arrangement will, we are informed, lead to increased efficiency in working the road, and to the transfer of the staff and shops of the P. D. R'y from Woodstock to Stratford. Mr. A. B. Atwater has been appointed traffic superintendent of the Port Dover road, and will in future make Stratford his headquarters.—*Times.*

The police, the other evening, impounded no less than 25 head of cattle, besides horses and other animals—the rich Councillor's cow amongst the rest.

The Queen's Birthday was observed here as a general holiday. Athletic sports and other amusements were well patronized. The day's proceedings wound up with fireworks and a grand moonlight assembly given by the band of the 28 Battalion in the town grove. Hundreds availed themselves of the opportunity offered by the band to trip the light fantastic.

TROWBRIDGE.

The genial showers and sunshine which prevailed during the last week, have awakened the latent powers of nature, and our fields and forests are clothed with the fresh green mantle, which serves as a medium to throw off all the effete matter of assimilation, and at the same time convey the necessary gaseous elements required to build up and strengthen the trunk to withstand the borean gales of winter. Our vicinity is a favored one. The fall wheat looks excellent and promises an abundant harvest. Spring crops look just as promising for the time of the year.

Every paper we read contains a long list of those who carried off the medals and prizes in the different games and sports held in their locality on the 24th, but I have none of these to chronicle, for it appears there is none of the Olympia spirit left in our law abiding citizens. However, a picnic, under the auspices of the Ladies Aid Society of this place, was held in Mr. Geo. Coode's grove and lawn, where the graceful foliage of the maple protected from the scorching rays of the sun a large gathering of people, who spent the day in innocent sports and pastimes, and went home much better satisfied than the belated friends of Bacchus.—COM.

New Dress Goods in all the leading spring shades at 12½c. per yard and upwards, at Bean & Gee's.

HOWICK.

COUNCIL.—The township Council met at Gorrie on the 10th inst., all the members present. By-law No. 4 was read and passed. It was resolved that lot 27 con. 8 work on 25th sideline south; lot 28 con. 8, and 28 and 29 con. 9, on 26th side line south of 9th con; lot 27 con. 9 work on 26th side line north of 9th con; that Alexander Robertson, on con. C do all his work in Samuel Warnock's boat. It was resolved to expend $50 on side line 25 and 26, cons 15 and 16. Fred. Barnes was appointed pathmaster in place of Kasper Hurley. Messrs. Jacques and Johnston were appointed a deputation to inspect side line 30 and 31, con. 13 and 14, and report at next meeting of Council. The Reeve and Messrs. Weir and Jacques were appointed a Committee to examine the B line opposite the 17th con. and report. Messrs. Beaty and Dickey, who were present on behalf of the T. G. & B. R. for the purpose of submitting a by-law asking a bonus of $30,000 from the township, were invited by the Reeve to present their case. Mr. Beatty proceeded to lay before the Council the whole scheme, and stating that it was necessary to get the whole amount asked for in order to carry it out. He explained how it was impossible for the company to get the debentures until the work of changing the gauge was completed. Councillor Weir wanted a clause inserted securing to the township equal rates with points where other roads touched and competition prevailed. He did not wish to oppose the submitting of the by-law to the ratepayers, but thought it his duty to secure to them this justice. Deputy-Reeve Cook thought if the amount asked for was reduced to $15,000 it would be more likely to carry. The Reeve was of the opinion that the municipality would not receive value to the amount of the bonus, even if the road was widened, as it had no outlet but Toronto, and the grain in the township needed to go in another direction towards the mills. The ratepayers present were invited to express themselves. Dr. McMichael, Messrs. Jas Leech, ex-councillor Mitchell and others thought that if the road was opened to Wingham or Kincardine there would be but little difficulty experienced in getting aid from Howick, as an outlet to the seaboard could be there obtained and a great want be supplied to the travellers and shippers. The sentiment was generally expressed that a clause should be inserted binding the company to build the road to Wingham. The gentlemen representing the road explained that to carry the road on to Kincardine was out of the question on account of their financial circumstances; that no one was more anxious than the company to have the road connected with Wingham. But for Howick to bind them to build to Wingham would be [illegible] as in that case no assistance could be expected from the town of Wingham and the townships directly benefitted by the branch. After a little more argument it was decided by the council to appoint a committee to accompany Messrs. Beaty and Dickey to Wingham that afternoon to ascertain the feeling there with regard to the matter and in the meantime the petition was accepted and the by-law was read a first time in blank. On motion, it was resolved that George Padfield be paid $105 for assessing. The Reeve was paid $6 expenses to Goderich on township business. The following accounts were passed: Campbell Hallman, $8.75 for drain. 7th con. opposite lot 30. Thomas Lunn, $14.00 for gravelling on side line 25 and 26 con. 10. Council adjourned to meet at Fordwich on the third Wednesday in June.

W. DANE, Tp. Clerk.

ELMA.

DIED IN MANITOBA.—Information has reached here that Mr. Robert Barton, who left this township last month for the Northwest, contracted a fever while on the way and died before he had reached his destination. The deceased had taken his wife and child with him, with the object of making a home in the great lone land. Mrs. Barton, we are informed, has also taken the fever. Much sympathy is felt at the unfortunate and sudden termination of the hopeful prospects which led Mr. Barton to remove with his family to the Northwest.

PALMERSTON.

The regular meetings of the Liberal-Conservative Association are held in the Council Chamber on the first and third Wednesday in each month, at 8 p. m. All who desire the welfare of their country are invited to join the Association.

Mr. Ward, music teacher, has opened classes for the instruction of the musically inclined in this town.

HARRISTON.

A match game of lacrosse was played here on the 24th between the Mount Forest and Walkerton lacrosse teams, resulting in favor of Mount Forest in three straight games. Time, 45 minutes. In the afternoon a game of baseball was played between the Maple Leaf Club of Guelph and the Browns of Harriston, resulting in favor of Guelph by 2 to 1. About 2,000 people witnessed the game.

LOCAL AND GENERAL.

The Philadelphia and Reading Railway Company suspended last week.

Boyd has challenged Trickett to row on the Tyne for £200 in the fall.

His Lordship Bishop Fuller leaves on a trip to the Old Country on the 10th of next month.

The Bill for legalizing marriage with a deceased wife's sister has again been defeated in the Imperial parliament.

A large portion of the town of Edinburgh, Pa., was destroyed by fire on Saturday. The estimated loss is $150,000.

Hon. Wm. Macdougall intends taking up his residence permanently at the capital, and will practice his profession there.

By the accident in a railway tunnel near Santa Cruz, Cal., on Sunday, thirteen persons were killed and forty wounded.

The Arthur by-law granting $8,000 to assist in widening the gauge of the Toronto, Grey & Bruce Railway was re-carried on Tuesday by a majority of six.

The by-law to grant $4,000 in aid of the change of the gauge of the T. G. and B. R. was carried in the village of Wroxeter by a majority of twenty-seven.

The National Republican Convention opens at Chicago next week. It is authoritatively stated that if General Grant gets the nomination he will accept it.

Articles of agreement for the Hanlan-Trickett match have been sent to Col. Shaw, at Manchester, for his approval, he having been deputed to act for Hanlan in the matter.

By the break down of the band stand at the Foresters' games in Galt, a young man named George Gores of Preston had his leg broken and his spine considerably injured.

The by-law granting a bonus of $7,000 to the Georgian Bay & Wellington Railway, was voted on by the ratepayers of Mount Forest on Tuesday and carried by a majority of 59.

Five children narrowly escaped being struck by lightning at St. Mary's the other day. The tree which they had been playing under not five minutes before was rent in pieces.

The terms of a new Convention for the change of money orders between Canada and the United States have been agreed upon. The system is the same as the new arrangement with England.

The disbursements of the Grand Lodge of Canada, A. F. & A. M., last year for charitable purposes amounted to $10,963.03, a fact which speaks well for the benevolent character of the Order.

The American Consul at Tunis reports the completion of a railroad, fully equipped, to run from Tunis to the frontier, with branches to the ports on the Mediterranean. The road is 120 miles long, and the telegraph lines are already in full operation. Ancient Carthage is about to be transformed into a harbour of commerce.

The lands in the townships of Johnson, Tarbutt, and Tarbutt additional, Galbraith, Haughton, and Coffin, in the District of Algoma, are open for sale at twenty cents an acre, cash, subject to the condition of settlement imposed by the Order in Council of the sixth May, 1880. Applications to purchase are to be made to John F. Day, Crown Land Agent at Bruce Mines.

THE CONSECON MURDER.—The jury in the Consecon murder case returned the following verdict: "That Thomas Thompson, on the morning, of the 16th day of May, in the year of our Lord 1880, at the house of J. C. H. Pierson, situated at Pierson's Point, in the County of Prince Edward, did feloniously, wilfully and of malace aforethought, kill and murder one James Amans, against the peace of our Lady the Queen, her Crown and dignity."

Said a pitman the other day to a noble lord on a canvassing expedition: "Aa like thoo, thoo knaas, but mind aa not gan te vote for tha. Thoo's a real canny fella an' aa like tha far bettor'n tha uther un, an' if thoe'd only been a Libral he might have gan te tha owldun for ony vote a mine he'd a hitten. But thoo's a Conservative an' thoo knaas what bad wages wor hevin just noo. Divvent be vexed, but wull getta put somebody in thit'll see thit wi' get maar money." This is about the measure of the idea that has given the Radicals the majority against the Government.

His Honour Judge Hughes, of St. Thomas, knows how to deal with that infamous class known as wife-beaters. John North, an Aylmer man, was brought before the Court for brutally ill-using his better half, and judge Hughes sentenced him to three years confinement in the penitentiary. The example is worth imitating in other parts of the country. A few such punishments would have a great effect in the direction of stamping out the disgraceful evil.

It is rumored that since Messrs. Gooderham & Worts have bought the charter for the Toronto and Ottawa Railway, that line will be pushed vigorously, and effect a junction with the Nipissing somewhere between Uxbridge and Cannington. Of course the gauge of the Nippissing will have to be broadened. When this railway is completed it will open up a large section of country, and the facilities for shipping will give an impetus to manufacturing interests in all the towns along the line.

A GOOD CLASS OF IMMIGRANTS.—The Rev. Mr. Bridgers and a party of English gentlemen, among whom were Dr. Taylor, of Auckland, New Zealand, Rev. Mr. Bowencan and son, of Manchester, Mr. and Mrs. Heath, and a number of gentlemen, tenant-farmers, went north on the *Frances Smith*, to settle near Emerson. Their farm hands and families, numbering fifty three, went forward on the *City of Winnipeg* last Friday. They hold drafts on Winnipeg banks for $75,000, and are the forerunners of a large similar class of emigrants making their way to the North-West.

PRINCE LEOPOLD, Her Majesty Queen Victoria's youngest son, has arrived in Canada, on a visit to his royal sister. Their excellencies the Governor-General and the Princess proceeded to Quebec last week and met the Prince upon his arrival. The Royal Company remained at the ancient capital during the military review on the Queen's birthday. The Prince, whose health is none of the best, has displayed a good deal of common sense in desiring that public demonstrations and addresses, so far as might concern himself, be dispensed with during his sojourn in the Dominion.

It is now announced that there is a new difficulty in the way of carrying out the arrangements lately made for taking freight through to Manitoba in bond. The collector at Port Huron has refused to permit the cars to go through without being opened and the goods examined. Mr. Simpson, the Collector at this port, who has had charge of the matter from the first, has written to the authorities at Washington, urging that the plan which obtains in the case of goods passing from one port of the United States to another through Canada should be adopted, viz.: the system of double locks. It is to be hoped that Mr. Simpson's efforts will prove successful.

The *Times* says: "Lord Beaconsfield rarely had his powers of resource as a leader more urgently called upon. No living politician has had more experience of the cold shades of Opposition, or has maintained a more resolute attitude under defeat." The *Times* is notably feeling the pulse of the nation. In an article on the coming Parliamentary struggle, it says: "The dominant influences of old institutions, of the great professions and leading commercial interests tend on the whole to the Conservative side. The Conservatives are a social rather than a political party, and in the main their elements are constant and unchanging. The Liberal tide sweeps over them from time to time, but they emerge like a rock, very little worn away by attritions and always in a place to enjoy the passing sunshine."

The New York *Times* of Saturday says, editorially:—The addition of the Republican Convention of Illinois in pledging the 42 delegates of that State to vote as a unit for the nomination of Gen. Grant, and in taking care to choose men who would be faithful to the pledge, puts the result of the National Convention beyond all reasonable doubt. The number of delegates who can already be safely reckoned upon a vote for him on the first ballot falls little, if at all, short of a majority of the whole. It will require 379 votes to nominate. Of the delegates already chosen, we reckon 356 as safely in his favor, making a most liberal allowance to other candidates. The 16 votes of Louisiana are yet to be added, making 372, and the 8 of Colorado and Idaho may fall to the same column, making up the majority. But there is a considerable number of uninstructed and doubtful delegates, and, counting upon the "moral" effect of prospect of success, there can be scarcely a doubt that a goodly contingent of these will make haste to place themselves on the winning side.

HOSIERY. — Women's, Misses' and Pretty Children's Hosiery. A nice lot of new goods in this line. Come and see them, at JOHN RIGGS, successor to Roy & Riggs.—11.

GLASS.—S. Bricker & Co. have a very large stock of window glass—big reductions to parties purchasing in quantities.—7.

Misses' and Children's Genuine French kid button boots, very best quality, at JOHN RIGGS, successor to Roy & Riggs.

Coal oil, 20 cts.; 5 gallons 75 cts.; medium size crimp top chimnies, 5 cents; good burners, 10 cents; at Hacking's drug store

Ladies Black and Colored Kids at 50c. per pair at Bean & Gee's.

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

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

The other day Mr. Huxley found a cheque for a £1,000 in his morning letters, the bequest of a Bolton admirer. Charles Gibbon, the novelist (author of "Auld Robin Gray"), recently received a legacy of £1,000 from a Scotch lady who had read his books and wished thus to show her appreciation of them. Mr. Wrigley, the famous paper-maker has just bequeathed £9,000 to the wife and family of James Payn, the novelist.

For ladies only.—There is scarcely a household in the country where economy is not studied, and in all such there are odd ends of silks, woollens or cottons that may be utilized and made to do duty season after season by repairing. The process is simplicity itself, needing only a dish of boiling water and a package of dye of the desired colour. They are put up in 15 cent packages in all colors. For sale by Druggists and dealers. Take only Mrs. Freeman's New Domestic Dyes.

The *Globe's* Ottawa special states that ten thousand copies of the report of Mr. Blake's speech on the Pacific Railway question are being printed there for exclusive circulation in the Maritime Provinces. It may be added that the Western Provinces have been already well furnished by the agents of the Kansas speculators. The efforts of these agents, it appears, have not gone far enough, and are to be supplemented in the way stated by the *Globe's* correspondent. "Hurrah for Kansas!" is the latest Grit motto.

On the Verge of the Grave.

Such was the Condition of Moses A. Walker, of Derry N. H., with congestion of the Lungs and Chronic Catarrh. Two bottles of the Constitutional Catarrh Remedy entirely restored him to health, and, to use his own words, "built up my whole system." The Remedy is for sale by all druggists.

A MARVELLOUS LIGHT.—Col. Farijana, of the Public Works Department, Ottawa, has patented a new light for Marine purposes which on the score of economy throws Edison's electric light into the shade. Through some chemical process he produces an "everlasting light," which shines as many hours at night as it is exposed to the light in day time. Once charged with the chemicals a glass bowl can be placed in a buoy or a ship's mast and will furnish a light. He claims that it will last for all ages, provided it is properly sealed, without re-charging.

Beaverton, 18th Feb., 1880.

Messrs. T. Milburn & Co.

Gentlemen:—The facts as to the instant effects of Yellow Oil in a case of CROUP are as follows:—My little grand-daughter growing rapidly worse with Croup, and was giving the ominous croak so dreadful to hear. None of the ordinary remedies seemed to help her; but on my son asking if I had tried Yellow Oil, I did so at once, administering a few drops on sugar, and rubbing it plentifully upon her chest and throat. The effect was wonderful. In a few minutes she threw off the mucous, breathed freely, and in half an hour was playing and laughing.

I am, gratefully yours,

SARAH CHURCHILL.

When the Little Ones are suffering from worms there will usually be one or more symptoms:—Bad breath, pale, sallow, or leaden complexion, with occasional flushing, swollen upper lip, enlarged nostrils, a livid circle under the eye, with dilation or contraction of the pupils and vacant expression, disturbed sleep, grinding of the teeth, picking the nose, a dry cough, slow fever or convulsions. It requires no coaxing to induce the sufferer to eat Abernethy's Worm Candy. Price 25 cents.

Messrs. J. & J. Livingstone have sown over 600 acres with flax in the vicinity of Wellesley, Waterloo county, which is more than has been done for many years.

Remedy for Hard Times.

Stop spending so much money on fine clothes, rich food and style. Buy good, healthy food, cheaper and better clothing; get more real and substantial things of life every way and especially stop the foolish habit of running after expensive and quack doctors or using so much of the vile humbug medicine that does you only harm, and makes the proprietors rich, but put your trust in the greatest of all simple, pure remedies, Hop Bitters, that cures always at a trifling cost and you will see better times and good health. Try it once. Read of it in another column.

DAIRY MARKETS.

Little Falls, N. Y., May 24.—The market is one-half cent better. Sales, 4,500 boxes factory cheese at 10½ to 13; bulk at 12½; 50 packages of butter, at 18 to 21.

Utica, N. Y., May 24.—5,100 boxes cheese sold at 11 to 12½c.; bulk at 12½; 1,400 boxes commissioned.

Ingersoll, May 25.—Seventeen cheese factories registered 3,254 boxes, mostly fine; but half of them only make. Fourteen factories were present who did not register, having sold to the 10th inst. 1,280 boxes sold at 11½c. 1,574 at 11¾c. and 350 at 11c. Ten buyers present.

LISTOWEL MARKETS.

May 27, 1880.		
Wheat, fall, per bush.,	1 12	to 1 15
Spring Wheat, "	1 08	1 12
Barley, "	0 40	0 45
Peas, "	0 58	0 60
Oats, "	0 32	0 33
Flour, per brrl.,	6 00	
Oatmeal, "	2 75	3 00
Cornmeal, "	1 75	2 00
Butter, per lb.,	0 12	0 13
Eggs, per dozen,	0 8	0 09
Potatoes, per bag,	0 30	0 35
Hay, per ton,	6 00	7 00
Wood, long,	1 75	2 00
Wood, short,	1 00	1 00
Hides, per cwt.,	6 00	6 50
Wool, per lb,	0 30	0 33

TORONTO.

PRICES AT FARMERS' WAGONS

May 27, 1880.		
Wheat, fall, per bush.,	1 20	to 1 21
Wheat, spring, "	1 22	1 26
Barley, "	0 60	0 68
Oats, "	0 65	0 69
Peas, "	0 39	0 40
Rye, "	0 80	0 82
Dressed hogs, per 100 lbs.,	6 50	7 25
Beef, hind q., "	5 00	0 00
Mutton, by carcase "	6 00	8 00
Butter, per lb.,	0 15	0 16
Butter, large rolls,	0 13	0 14
Butter, tub, dairy,	0 13	0 14
Eggs, fresh, per dozen,	0 10	0 12
Potatoes, per bag,	0 50	0 55
Hay, per ton,	10 50	15 00
Wool,	0 00	0 00

STRATFORD.

May 27, 1880.		
Wheat, fall, per bush.,	$1 16	to 1 18
Wheat, spring, "	1 18	1 20
Barley, "	0 48	0 50
Oats, "	0 34	0 35
Peas, "	0 60	0 62
Flour, per bbl	5 75	6 00
Potatoes, per bag,	0 35	0 40
Butter, lb. rolls,	0 12	0 14
Eggs, per dozen,	0 08	0 09
Hides, per cwt.,	8 00	9 00
Hay, per ton,	10 00	12 00
Wood, per cord.,	2 75	3 00

GUELPH.

May 27, 1880		
White wheat,	$1 16	to 1 20
Trendwell,	1 15	to 1 20
Spring wheat (Glasgow),	1 15	to 1 20
Red chaff,	0 60	to 0 00
Oats,	0 36	to 0 37
Peas,	0 64	to 0 67
Barley,	0 60	to 0 65
Eggs, per dozen,	0 08	to 0 09
Butter, dairy packed,	0 10	to 0 14
Butter, rolls,	0 10	to 0 13
Potatoes, per bag,	0 25	to 0 30
Wood, per load,	3 00	to 4 00
Hay, per ton,	9 00	to 11 00

PALMERSTON.

May 27, 1880.		
Fall Wheat, per bush.,	$1 15	1 20
Spring Wheat, "	1 10	1 15
Flour, per cwt.,	2 75	3 00
Barley, per bush.	0 40	0 50