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oprietor,

FOUR-FOOTED SOLDERS.

Fay 7, 1, 2.

The neglers of this sketch may have real some account of the Tence in the value of the company the other parts the latter of the company the other parts of the latter of the company the other parts of the latter of the company the other parts of the latter of the company the other parts of the latter of the company the other parts of the latter of the latt

thousands of men and horses. It was curious to observe how soon a green horse brought into the cavalry or artillery would learn the meaning of the bugle-calls, and obey them without verbal command or the touch of rein or spur. Even the most spirited horses soon learned to be docile to orders, and adopted the regular habits and discipline necessary to all good horses as well as to all good soldiers.

The affection of horses for each other was never better proven than by an inci-

The affection of horses for each other was never better proven than by an incident occuring after the battle of Winchester. The major's horse and that ridden by the surgeon of my regiment had always occupied the same stable in barricks, and when in campaign they were hoppled together. They showed their regard for each other continually by rubbings of the head on the other's neck, by whinnying, neighing and other horse-talk, the meaning of which was best known to themselves. On the march, too, they were themselves. On the march, too, they were themselves. On the march, too, they were themselves. Together, the major mostly

meaning of which was best known to themselves. On the march, too, they were generally near together, the major mostly riding in the rear of the rigement with the surgeon. They were separated on the morning of this battle, as the major's must go into action, while the other stayed at the rear. The former was killed by a shell that morning; and I believe that when the other was taken up to Winchester that night after the battle to rejoin the army, he recognized the body of his old companion somewhere as he passed over the field. Certain it is that on the following morning the surgeon's horse was not to be found; and he was not found until the search was prolonged to the battlefield, where he was discovered caressing the body of his dead friend, and mournfully whinnying over it.

During a part of my service I rode a very intelligent as well as affectionate ani-

sing the body of his dead friend, and mournfully whinnying over it.

During a part of my service I rode a very intelligent as well as affectionate animal, which bore the name of Nellie Gray. She was sure foeted and fearless and I have more than once astonished my friends by riding her up and down stairs. She took the long sea voyage from Virginia to Louisiana, served in the field during the campaigns in the latter state, was carried back to Virginia on shipboard, did good service in the valley, and honorably finished her soldiering by participating in the grand review at Washington at the end of the war. She is now the property of a doctor in New York who often rode her in the varmy; and I know he treats her kindly for army; and I know he treats her kindly for army; and I know he treats her kindly for army; and I know he treats her kindly for army; and I know he treats her kindly for a slight movement to-day that relieved the dullness.

review at Washington at the end of the was. She is now the property of a doctor in New York who often rode her in the army; and I know he treats her kindly for the faithful service she did in those troublous times.

The sagacity of this animal was wonderful. As officer of the day I have often ridden her in the darkest nights, when visiting different picket-posts, over miry and doubtful roads. Her instinct never failed her; any road that she had once travelled she knew perfectly, and would go over it as well by night as by day. As for my part of the business, those who have seen service in the army will not need to be told, although it may be new to many, that excessive riding is quite as fatiguing as excessive riding is quite as fatiguing as excessive walking, after a whole day and evening passed in the saddle, I often found myself so exhausted that on my midnight rounds I would fall fast asleep on the back of my trusty companion. This, it must be confessed, was rather a dangerous proceeding, considering that I was visiting in the dark, squads of armed men who were bound by regulations, by orders and by a regard for their own safety, to fire on any approaching object that did not respond to their challenge. But "my darling Nelly Gray," as I often called her, never failed me; if she had, I might not be safe at home writing her praise. Mile after mile she would jog along through the dark. Tolledo, Jan. 19.—Wheat, 81 31 for Feb 13. 30 for March. Barley and 19. 40 miles a sight movement to-day that relieved the dullness. A lot of No. 2 fall wheat offered at \$1.36, May delivery, ordered at \$1.36, May delivery, ordered



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ing for Ontario, and certain works in connection therewith, according to (1) The Plans and Specificati is prepared by Messrs Gordon & Helliwell, of Toronto, or (2) The Plans and Specifications prepared by Messrs. Darling & Curry, of the same city. Printed forms of Tender can be obtained at this Department, and persons tendering are specially notified that they will not be entitled to have their Tenders considered unless the same are made on and in compliance with these printed forms, signed with the actual signature of every person tende (including each member of a firm), followed by post office address, and with all blanks in the fo

post office address, and with all blanks in the forms properly filled up.

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Trains leave Simcoe street five minutes later.

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Parkdale, High Park, and the Humber, going
and returning (every day except Sunday).
Leave Yonge street 10.30 a. m., 2.00, 4.10, and 6 20
p. m. Returning, leave Mimico 8.15: 11.15 a. m., 2.00, .50, and 7.10 p. m.

eave. | Arrive.

Trains leave Union Station Eight minutes and Brock Street Fifteen minutes later. CREDIT VALLEY.
Station—Union depot.

. 4.30 p.m. Through cars, Toronto to Detroit, on 7.45 a.m. and 12 noon.

From St. Louis, Toledo, Chicago and Detroit.

From Orangeville, Elora and From Orangeville. Fergus 6.25 p.m.
From Kansas City St. Louis
and Chicago 9.25 p.m.

| Leave. | Arrive. wen Sound, Harriston, and Teeswater, Mail 7.15 a m^s 11.15 a.m. Teeswater Express..... 4.10 p.m. 9.60 p.m TORONTO AND NIPISSING. Station, foot of Berkeley street. Leave. | Arrive.

7.45 a. m. 6.30 p. m 4.00 p.m. 11.15 a. m. STAGES.

STAGES.

EGLINGTON STAGE.
Leaves Bay Horse hotel, Yonge street, 11.10 a.m.
30 p m., 5 p.m. and 6.20 p.m.
Arrives 8.45, 9.55 a.m., 2.30 and 6 p.m.
THORNHILL STAGE.
Leaves Bay Horse hotel, Yonge street, 3.30 p.m.
Arrives 10.30 a.m.
Mail stage leaves Clyde hotel, King street east;
3.20 p.m.
COOKSVILLE STAGE

Mail stage leaves Clyde hotel, King street east;
3.20 p.m.
COOKSVILLE STAGE.
Leaves Bay Horse hotel, Yonge street, p.m.
Arrives 11 a.m.
RICHMOND HILL STAGE.
Leaves Clyde hotel, King street east, 3.10 p.m.
Arrives 10.30 a.m.
HIGHLAND EREEK STAGE.
Leaves Clyde hotel, King street east, 3.15 p.m.
Arrives 11 a.m.
KINGSTON ROAD TRAMWAY,
for Leslieville, Woodbine driving park, Victoria
park, and Ben Lamond.
Station, Don bridge, foot o King street.
Leaves Don Station 8.30, 9.00, 10.00, 11.00 a.m.
12.00 noon; 1.36, 2.39, 3.30, 4.39, 5.40, 6.30, 7.30
8.30, 9.30 p.m.
Returning leaves Ben Lamond 6.00, 8.20, 9.10
10.10, 13.10 a.m.; 12.10, 13.40, 2.40, 3.40 4.40, 5.40
00, 7.40 8.40, 9.40 p.m.