

The C. B. Squabble. A correspondence respecting the marks of royal favor conferred on mem-bers of the House of Commons was brough down on Friday. The return contains letters from Messrs. Cartier and Gait, declining homors, the sub-stance of these having been published of the House of Commons was without the refusal of such homors was without the refusal of such request of Messrs. Ourfier and Galt without striking their the Bath, namiely, by inserting a notice in the London Gazette, studing that there was appointments. "On the 4th of January Messibility sug-sested by His Grace of his being sub-iet to the inflamy of having his name the course indicated with respect to the notice in the Gazette. On the 7th of January he learns that the latter has reas the treatment to which he has been subjected, the honor offered his colleague, Cartier and himself, being in the first place unsough. On the 22nd of January Mr. Cartier writes a despatch similar in effect. The cor-respondence is exceedingly spirited throughout. Bratierice of Guellen.—We are in-The C. B. Squabble.

FICE

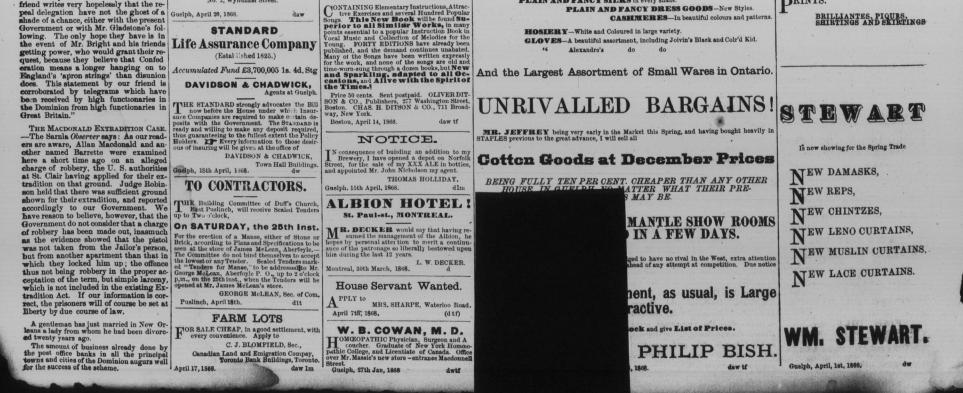
West Ward \$366,270, in the North Ward \$353,600; total \$1,230,885. The amount of taxable income taking the Wards in the foregoing order is \$38,000, \$34,000, \$58,700, \$40,000; total 170,700. Personal property [the Wards in the same order] \$55,300; \$4,600; \$87,100; \$57,700; total value \$154,700. The entire popula-tion numbers 5,901. Total number of cattle kept 415; of sheep 294; of hogs 377; of horses 307; of dogs 186, of bitches 32. The total value of non-resident lands sed is set down at \$62,940. The first class service militia roll contains 370 names, the second 569, and the reserve 247. In the East Ward there are 54 per sons liable to pay statute labor, in the S. W. 65, in the W. W. 83 and in the N. W. 76, being a total of 278.

THE LATE RAILBOAD DISASTER. —In the case of the Erie Railway dis-aster near Port Jervis, the jury bro't in a verdict "that the accident was caused by a broken rail, and in the opinion of the jury it might have been avoided had the train run at a less speed, owing to the unsafe condition of the road." More than six weeks previously an official report of the road had been made, in which it was said "Broken wheels, axles, engines and trains off the track have been of daily, almost hourly occurrence for the last two months, caused mostly by delec-tive rails. Fully one thousand broken rails were taken from the track in the month of January. while the number removed on account of lamination, crushing, or wearing out, was much greater. February will show a still worse record than January. The con-dition of the iron at the present date is such as to give me much anxiety is such as to give me much anxiety and apprehension for the safety of the trains."

THE ASSESSMENT LAW.- Parties about to appeal against their assess-ment for the current year will require, perhaps, to be informed that the law has altered the time allowed in which to give notice to the Court of Revi-sion. Prior to 1866, the law allowed till the 15th May, the assessors not be-ing required to hand in their books before the 1st of that month. The Assessment Act of 1866 made each of these terms two weeks earlier, so that

Ist of May. Is rr TRUE ?—The Halifax Reporter says We have reliable intelligence from the Repeal Delegation. Gloom oversha-dows the faces which left here so bloom-ing. Mr Howe and Mr Annand did not expect success, so they are not disappoint. A choice lot Pine Apple Ch E. CARRO No. 2, Wyne peal delegation have not the ghost of a shade of a chance, either with the present Government or with Mr. Gladelone's fol Guelph, April 20, 1868. STAN

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