





NOTICE

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Local intelligence is solicited from correspondents at the various Post Offices in the County, and correspondents will please recollect to write legibly, briefly, and on but one side of the sheet. The name of the writer must in all cases accompany the communication, but not necessarily for publication. Articles to ensure insertion the same week must reach this office not later than Monday evening. Very brief notices may possibly go in received by Tuesday night. Articles are frequently thrown in the "waste paper basket" because they are so badly written as to be nearly illegible.

# The Herald.

THURSDAY, MAY 28th, 1874.

THEIR OLD TACTICS AGAIN.

When the Opposition leaders are at a loss for a charge against the Government, they manufacture something and the more outrageous and improbable the invention, the more vehemently they urge it. Their latest effort in this direction is a forged letter. Mr. Ross, Minister of militia, had been accused of writing a letter, which letter was said to be in possession of a member of the House. Mr. Ross not having seen it, nor having been made acquainted with its contents, of course could not deny having written it. He therefore requested to see the letter, and was told by Sir John A. Macdonald that he had loaned it to another honorable gentleman. This honorable gentleman had in the same way handed it to another, and finally Dr. Tupper has gone off with it in his possession. In the mean time Sir John A., without having given Mr. Ross the opportunity of seeing it, sent a copy of the letter to one of his organs, and forthwith it has been copied by all the Tory journals, who with one accord, with uplifted hands, and holy horror, have commented on the enormity of Mr. Ross' conduct. The following is a copy of the forgery:—

"Ball's Creek, Feb. 5th, 1874.

"Mr. Dennis Egan.

"North Bar.

"Dear Sir—I must inform you that the Government expects every man in its employ to vote for its support. This being the case I wish you to proceed to the Sydney Mines and poll your vote for N. L. Mackay.

"Yours,

"William Ross,

"Minister of Militia."

No sooner did Mr. Ross become acquainted with the contents of the letter as thus published, than he took occasion from his place in the House to deny all knowledge of it.

He said "he rose to a question of privilege. (Hear, hear.) When the question of dismissal from Government situations was before the House the other day, the hon. member from Cape Breton in opposition to the Government made a general statement that he (Mr. Ross) used his influence officially during the late election contest. As the charge was only of a general nature he did not think it worthy of any notice. The hon. member on that occasion passed over a letter to the right hon. member for Kingston, which he represented as having been written by him (Mr. Ross), and the right hon. member asked him at the time to deny that he had written such a letter officially to any employee of the Government. Upon the letter having been referred to he went over to see the hon. member for Cape Breton, and informed him that if the statement of the letter would publicly acknowledge it if he found that he had written it, and as publicly deny it if he found he had not. The hon. member promised him the letter from day to day, and pending its receipt he (Mr. Ross), had deferred making reference to the matter before today. The very moment the letter was placed in his hands he would have been able to say in the most emphatic words the English language afforded him that he never wrote such a letter at all, that he knew nothing of the person to whom it was represented to have been sent, that the name of that person was entirely new to him, that he did not know if he occupied an official position under Government, and if he did he was not aware to what department he belonged. (Loud cheers.) During the time he was in his county, whatever he might have been asked to do, he never sent a telegraphic message, never wrote a letter, and never used his influence in connection with the elections in any way whatever. (Cheers.) He thought it would have been only courteous in the hon. member for Cape Breton, after promising to give him the letter, had he done so before sending it all over the Dominion. Had he only shown that courtesy he (Mr. Ross) would have been able to satisfy his friends whether he wrote the letter, but the hon. member while promising to do it, failed to do it. The very moment the letter appeared in print, he knew he could not have written any such document. (Hear, hear.) With these explanations he thanked the House for giving him the opportunity of making them, and for one would be satisfied if the letter were placed on the table of the House." He had said he had never written such a letter. He believed it was said to be a pencilled note, and to make the denial as complete as possible he had now to say that neither by pen nor pencil had he anything to do with this letter. The hon. gentleman resumed his seat amid loud and prolonged cheering."

There are two courses pursued by the the Macdonald-Tupper Organs, when their accusations have been shown to be utterly without foundation. One is to go on unblushingly reiterating them, in spite of everybody's knowledge of their falsity, and the other is to drop the false charges without a word and invent something else. As for apologetics or retraction we remember to have seen but one instance of it in some years. Oh, no! The gentlemen's party, never apologize or retract, they are too polished for that. It would be much below their dignity to tell the world that they could err. No, no. Their self-respect demands that they should maintain their character for omniscience by never contradicting one day what they promulgated a previous one if they know it.

It is certainly amusing to listen to these defenders of public morality, and to reflect that these sticklers for Ministerial purity, these sensitive teachers who strain at a gnat of Ministerial impropriety have swallowed the whole Pacific Railway Charter Selling without a wink. They can find honor and patriotism in selling our Fisheries, and giving up our Canals, and surrendering our Fenian Raid claims, but to be guilty of dismissing an official who had taken advantage of his position to electioneer with might and main against the Government—never. Their purity and integrity is proof against such conduct as that. It is certainly a hopeful sign to see these organs, that could defend the most flagrant abuses of privilege, and the most unscrupulous misuse of power when lately committed by their own leaders, thus so suddenly become the advocates of purity and uprightness, or rather it would be a hopeful sign if their conversion to better things had not followed so immediately their going into opposition.

## Township Council Proceedings.

Economy in the expenditure of the people's money is very necessary, but it may be carried too far, sometimes, and we are inclined to think such is the case when the twelve or fifteen dollars saved is made the excuse for not publishing the proceedings of Township Councils. There are very few Municipalities in which during each year there are not expenditures far larger, and which might be much better omitted, than this. Nor can we suppose that the finances of any Township in this County are in so straitened a condition as to be a hindrance in this direction. People are precluded by business matters from attending Council meetings, but they are none the less interested in knowing what is transacted there. Councillors too often seem to be imbued with the idea that the sole concern of the rate payers is to elect them, and having done so have no further business with their proceedings. They seem to consider themselves as above and beyond all responsibilities to their constituents, and act accordingly. This we think is carrying their dignity a little too far, and a knowledge by the people of business transacted or proposed to be transacted is not only a right, but one cheerfully conceded by Councils who really wish to serve their constituents faithfully. We are no apologists for this secret method of doing business. We like to have the public made aware of the legislation proposed. A wholesale restraint is sometimes thus imposed and a more judicious and stringent management of public affairs is the consequence. We look for a continued and full report of the business transacted in Parliament, and take a strong interest in matters that are, in a sense remote from us, and the very idea of a session being held without the fullest information of the doings thereof, would be repelled as contrary to the spirit of our free institutions, and yet the smaller legislative bodies at our very doors, and whose concerns are very near to our interest, hold their sessions month after month, and draw their pay quarter after quarter, and impose taxes year after year, and not a dozen persons perhaps, in the Township know what they are doing. This is not a salutary state of affairs, and we are glad to see from our Exchanges that it does not prevail in other parts of the Province. It is not pleasing to acknowledge that our County is behind the times, but in this matter it certainly is. Let us hope that our Councillors will take this matter into consideration, and give to the public their due. Otherwise it must become a subject for the electors to deal with at the next Municipal elections.

## Resolution of L. O. L., Marathon No. 476.

"That we, with one accord, repudiate the unwarrantable action of Sir John Macdonald, a member of the Loyal Orange Institution, and the Minister of Justice, in not using more strenuous efforts to bring the murderer of Bro. Thos. Scott to execution, instead of furnishing him with \$1,000 of public money, to aid him in escaping the rewards of his great crime, thereby prostituting his public position, and the public money, to aid his flight from justice, defiance of the law, and to the disgrace of the Orange Institution whose solemn obligations they have thus trampled under foot."

The Premier made an excellent report on Dr. Tupper last Friday. That gentleman was complaining bitterly that he and his opposition colleagues were unable to properly discuss the Pacific Railway question because they had not yet the information contained in Mr. Fleming's report. Mr. Mackenzie quietly replied that two years ago Dr. Tupper was freely prepared to discuss and force on the country a much more gigantic scheme for the Pacific Railway in the absence of any information whatever. The thrust was a keen one, and seemed to have pierced even Tupper's thick hide, for he at once succumbed.—*Hamilton Times*.

NORMAL SCHOOL.—The Hon. C. F. Fraser, Commissioner of Public Works, assisted by Kivas Tully, Government architect, performed the ceremony of laying the foundation for the new Normal School, at Ottawa, on Wednesday last.

The Plympton Teachers' Association has resolved, "That neither Mr. J. H. Sangster nor Mr. Goldwin Smith is suitable as a representative of Public School teachers to the Council of Public Instruction."

Dr. Sangster is holding a Teachers Institute at Ottawa.

## HOUSE OF COMMONS.

—OTTAWA, May 19.

In answer to a question put by Mr. Cunningham (Marquette),

The Minister of Justice stated that the writ for Provencher had only been delayed pending an inquiry as to the name of the Returning officer.

The Controverted Elections Bill was read a third time, after a few words from Mr. Blake, who expressed his regret that the Bill should make an actual deposit necessary in lieu of personal sureties. He feared it was a retrograde step, and would tend to discourage petitions.

The House went into Committee of Supply, and passed the estimates, with some discussion.

The Committee then rose and reported.

On the motion of the Finance Minister, the Adulteration of Food Bill was read a second time and passed.

The Public Works Amendment Act was read a second and third time and passed.

The resolutions extending the Act respecting seamen to those employed on inland waters were also considered, reported, and concurred in.

The resolutions respecting the North West Custom duties, relating to intoxicating liquors, were also adopted, and a Bill founded thereon was introduced and read a first time.

A resolution authorizing the Government to loan or otherwise advance money for the construction of a graving dock at Esquimaux was also, after some conversation, agreed to.

The House then rose for recess.

After recess,

Mr. Mackenzie then, without comment, moved the second reading of the Canadian Pacific Railway Bill.

Dr. Tupper regretted the delay in bringing down so important a measure. He assumed there was no difference of opinion in the House or country as to the importance of a Pacific Railway. He recapitulated the circumstances attending the original Canadian Pacific scheme, and the causes which, from his point of view, led to its failure. He dwelt long upon the fact that the Premier and his friends, when in Opposition, had insisted on the construction of the road being by private enterprise and not otherwise, and endeavored to fix upon Mr. Mackenzie the charge of inconsistency for departing from that policy. He argued in favor of the scheme for constructing the road by means of a great public company, declaring the road might have been completed, and that, too, without increasing the rate of taxation, if left in the hands of private enterprise supported by ample capital. He asserted that the Bill permitted the Government to carry out the scheme without once referring to the House for powers, adding, however, the saving clause, that is to say, if they could get the money. He declared the proposals of the Government to be extravagant, and went into an elaborate calculation to prove that in addition to the land grant the country would have to provide not less than eighty-four millions of money, his whole argument being founded on the assumption that the road would be built by the Government and worked at the expense of the country. He read from Mr. Cartwright's speech to show that the latter estimated the cost of the road at from \$150,000,000 to \$160,000,000, but that estimate, it must be recollected, was founded on the supposition that the road was to be completed in seven years. Dr. Tupper went on to declare that we had reached the limits of possible taxation, and if the present scheme of the Government were not strangled in its inception it would bring financial ruin on the country. He was especially hostile to the proposition embodied in the Bill to aid Ontario lines to connect with the Nipissing and Georgian Bay link, his ludicrous ignorance of the geography of the country exciting the amusement of the House. Some idea of the extravagance of his statements may be imagined from the fact that he declared it to be the intention of the Government that for the next twenty years the whole immigration in the North-west would be through American territory. He urged Government to throw over the grants to the Ontario lines and the Georgian Bay link, and to construct the road at once from Nipissing to Port Garry, asserting that rather than reach Port Garry by using the American railroad, we had better have only the Dawson route as a means of communication with the North-west. He complained there was no clause in the Bill to exclude American enterprise. In conclusion, he professed to believe the Government was not serious in its proposals.

Mr. Mackenzie granted that the speech they had just heard was moderate compared to some from Dr. Tupper. He alluded to the fact that the latter was a member of the Government that agreed to build a road not only of 2,700 miles, but 150 miles more, which they were not compelled to build, and the only result of which was that the Ministry of the day got \$360,000 to carry their elections. As to the allegation that the course taken in Parliament had prevented their scheme from succeeding, he reminded Dr. Tupper that a fortnight before the session of 1872 closed Dr. Tupper had, from his place in the House, declared that the Hugh Allan delegation was progressing most successfully. Was this true or false? Was the House wilfully deceived? He went on to expose the madness and recklessness of the scheme of the late Administration, and repeated the language he had employed at Sarnia in relation to the policy now to be incorporated in a legislative measure. He ridiculed Dr. Tupper's objection to using American lines pending the establishment of communication through Canadian territory. He then pointed out the ample safeguards provided by the Bill for securing the authority and control of Parliament, and the limitation of the expenditure on the road to such an amount as the resources of the country may justify. It was not the intention of the Government at present to build the eastern section of the road, and they were determined to utilize the magnificent water communication along that portion of the route which lay between Fort Garry and the Rocky Mountains. He showed that Dr. Tupper's figures were incorrect, and that as all the work would be subject to public tender it would be done at the lowest expense possible, whatever that expense might be. He stigmatized Dr. Tupper's attempts to create a sectional feeling, and closed his speech, which was repeatedly cheered, by again declaring that they would not take one step without the sanction of Parliament.

Mr. Jones (Halifax) condemned the reckless policy which had characterized the original scheme. He defended the course Mr. Mackenzie had taken from the first on this question, and declared that whilst the country was disposed to do all it could to fulfil its obligations it must not be burdened beyond its means and taxed beyond its resources.

Mr. DeCosmos deprecated the partisan spirit which had characterized the speech of Dr. Tupper, and considered the great question of a transcontinental railway should not be approached in a party spirit. He then, in a very long and carefully prepared speech, discussed the question in all its bearings, and expressed the opinion that the road could be easily constructed within seven years.

Mr. Thomson (Cariboo) complained that the surveys had not been pushed forward as they should have been. He was willing to leave the question as to route in the hands of competent engineers, but desired that the objective point on the coast should be decided as soon as possible, and the work then energetically pushed forward. He complained that people in British Columbia were perishing of inanition in consequence of the violation of the original terms of Union. The Bill, he thought, contained much that was good, but he hoped it would be improved in its course through the House.

Mr. Bunster believed the importance of the question was not fully understood in Canada. The terminus must be at Esquimaux, which was the finest harbor in the world.

The Bill was read a second time, and the House went into Committee, Mr. Lauder in the Chair.

Mr. Walker once more denied that the Northern Pacific Railway had opposed the delegation in England last year. He believed the grant of land and money then made was sufficient, had other circumstances been favorable. The causes of failure were the hostility of the Grand Trunk and the exposure of the transaction between Sir Hugh Allan and the late Government, and the better terms now necessary to carry out the scheme were to be charged to the men who were last year in power. As to the branch lines, they were absolute necessities, if the main line were ever to be constructed. He concluded by making some further allusions to the commercial features of the undertaking.

Mr. Thomson (Welland) did not accept the statement that the action of the Opposition last year prevented the success of the road.

After some discussion,

The Bill was passed through Committee, and was reported without amendment.

At 2:50 a.m. the House adjourned.

Mr. Bechard moved for correspondence respecting the building of wharves by the Vermont Central Railway Company.

Dr. Brouse called attention to the claims of the family of Nathaniel Taggart, the inventor of solid wood dockages, whose invention has been adopted since his death by other parties, and were now being used extensively, much to the public benefit.

Mr. Mackenzie had made some enquiry into the facts and found them to be as stated. His impression was, that Mr. Taggart's family would be entitled to remuneration for any benefits that had accrued to the country from the use of Mr. Taggart's invention.

Mr. White moved for documents relating to a survey of a certain portion of the Ottawa River. He changed the Government with political motives in connection with this matter.

Mr. Mackenzie indignantly repudiated the suggestion.

Mr. McKay Wright corroborated the statement of the Premier.

The motion was then agreed to.

The Bill relating to Bills of Exchange was amended in Committee, read a third time, and passed.

On the motion to read a third time the Permanent Building Societies Bill, Mr. Oliver moved an amendment in the interest of the smaller class of Building Societies. He urged that the Bill, if it passed in its present form, would prove highly injurious.

On a division the amendment was carried by Yeas 103, Nays 32.

The third reading of the Bill was deferred till to-morrow.

The House then rose for recess.

After recess,

Mr. Moss moved the second reading of the Northern Railway Bill.

Mr. Baby objected that the Bill was not yet printed in French.

Mr. Mackenzie said that negotiations were going on for the reorganization of the Company, and he hoped to arrive at such a conclusion as would enable him to graft the policy of the

Government upon the measure before the House. He hoped the Bill would be allowed to pass one stage at the present sitting.

After some conversation the second reading was deferred.

The Bill to annex the incorporated village of Richmond Hill to the West Riding of York was then considered in Committee, read a third time and passed.

Mr. Brooks' Bill to amend the law of libel was passed through Committee, an amendment proposed by Mr. Blain to the 6th clause having been lost.

One or two other measures having been advanced a stage,

The Election Bill was reconsidered in Committee, and one or two amendments were agreed to. Amongst others, it was provided the Bill should come into operation on the 1st of July.

The Bill was then read a third time and passed.

The Inspection Bill was also considered in Committee.

Several clauses excited an animated discussion.

Dr. Forbes moved an amendment to make the inspection of fish voluntary instead of compulsory.

This was lost by Yeas 28, Nays 46.

The Bill was ultimately reported, read a third time, and passed.

Mr. Mackenzie moved the third reading of the Canadian Pacific Railway Bill.

Mr. Kirkpatrick moved an amendment to the 13th clause, providing that no part of branch line should be contracted for except with the approval of Parliament.

Mr. Holton pointed out the inconsistency of Mr. Kirkpatrick in proposing the amendment, as compared with the refusal of the mover and his friends two years ago to give Parliament any control whatever over the Canadian Pacific.

Mr. Mackenzie explained why it was that while the contracts for the main line will be all submitted to Parliament, it would be necessary that liberty should be left to the Government to let the small contracts for branch lines without waiting for the meeting of the House.

The amendment was lost on a division.

Mr. Bunster moved an amendment to the 17th clause to the effect that the road should be commenced on the mainland of British Columbia within one year, and not less than one-tenth of the total cost be expended annually.

The amendment was lost by Yeas 5, Nays 77, the yeas being Messrs. DeCosmos, Farrow, Bunster, Plumb, and Jones (South Leeds).

The Bill was read a third time and passed *nem. con.*

May 21.

Mr. Ross, the Minister of Militia, on the Orders of the Day being called, referred to a charge made against him a few evenings since by Sir John A. Macdonald, that he (Mr. Ross) had written a letter during the late Cape Breton election directing a Government official to vote for Mr. McKay, the Government candidate. This letter had since the charge was made, been published in a local Government paper. Mr. Ross now distinctly denied he had ever sent any such letter or telegram, or had used his influence as a Minister of the Crown, in a single instance to bias a vote. On this point he desired his language should be as emphatic as possible. His reason for not denying the statement on the spot was that he was anxious to see the alleged letter in order to make his reply more complete. He had asked Mr. McDonald, of Cape Breton, for the letter, and had been promised it, but without result. It should have been given to him for inspection. He now demanded that it be produced. Mr. McDonald said he had felt no doubt that the letter was written by the Minister of Militia, and he had been confirmed in that impression by the Minister's silence. He (Mr. McDonald) had given the letter to Sir John A. Macdonald, and it had not been returned to him. Sir John A. Macdonald said that being well acquainted with Mr. Ross' handwriting he (Sir John) had assumed it to be genuine and given the letter to the Press. He had subsequently handed it to Dr. Tupper, who was now at Montreal. Mr. Ross complained that the absence of the letter deprived him of the opportunity of investigating the matter further. The House appeared to sympathize with the Minister, and to regard the non-production of the letter as a very ugly incident in the affair, and discreditable to all parties concerned in its disappearance. The Supplementary Estimates for 1874-5 were concurred in. The Masters and Mates Inland Navigation Bill was withdrawn. The House in Committee passed a resolution enabling the Government to advance money in certain cases to any Province for local improvement. Mr. Mackenzie explained the reasons for this proposal and introduced a Bill founded on the resolution. A resolution enabling the Harbour Commissioners of Montreal to pay the President of the Board a salary not exceeding \$2,000 was passed. Several other measures of an administrative character having been advanced a stage, Mr. Cartwright moved the second reading of the Bill imposing certain Customs and Excise duties, and enacting more stringent restrictions on the sale and manufacture of intoxicating liquors in the North-West Territories. Mr. Bunster opposed the Bill. Mr. Ross (Middlesex), and Mr. D. A. Smith, warmly supported it. The second reading was carried. The Bill was then committed, referred, read a third time, and passed. Mr. Dorion moved the second reading of the Bill relating to the prompt administration of criminal

matters in the Province of Manitoba. After some discussion, the Bill was read a second and third time, and passed. The Bill extending the Militia Act to Prince Edward Island was also, after a short debate, read a second and third time and passed. The House then rose for recess. Mr. Ross then moved the third reading of the Building Societies' Bill. A rather animated debate was raised by the suggestion of the Minister of Justice that the Bill might be one for local rather than federal jurisdiction. Messrs. Holton, Moss, Mackenzie having spoken, the Bill was laid over for consideration to-morrow. Mr. Ross moved the concurrence of the House in the sixth report of the Printing Committee, containing the decision of the Committee upon the tenders for printing paper, and binding. After a few words from Mr. Cauchon, Mr. Dorion said it was a grave question whether at no distant date the Government ought not to have a printing office of its own. Mr. Young explained his reason for voting to retain Mr. Taylor, after having on a former occasion opposed the preference given to that gentleman over Hunter Rose & Co. His reason, now as then, was that he did not desire to close an independent printing office with considerable resources, and thus destroy the chance of competition. After a discussion, in which Messrs. Cunningham, Cauchon, Ross, Bowers, Cunningham (Marquette), Dorion, and Mackenzie joined, the report was agreed to. The adoption of the seventh report, recommending the curtailment of the supply of Votes and Proceedings to two copies to each member, was then moved. The report was opposed by Messrs. Young, Dymond, Burpee (Sunbury), and DeVeber. Mr. Burpee moved, and Mr. DeVeber seconded, an amendment to give the report a three months' hoist. On a division the amendment was lost by yeas, 46, nays, 70. The report was then adopted, and the House adjourned.

May 22.

At the afternoon sitting Mr. Mackenzie moved the resolutions empowering the Government to accept the sum of one hundred thousand pounds sterling in discharge of their lien on the Northern Railway Company, and two further sums of fifty thousand pounds respectively in second and third preference bonds in place of those held by them at the present time, or to which they are entitled, the interest that has accrued on the bonds up to the present date to be paid. The resolutions were then agreed to, and concurrence fixed for to-morrow. A number of other measures were advanced a stage or read a third time, and the House adjourned till 8 o'clock. At the evening sitting the first business was the Bill to empower the Government to pay to British Columbia a sum of \$250,000 in place of 5 per cent per annum for ten years on \$100,000 sterling, for the construction of Graving Dock at Esquimaux. The Bill was passed. The motion to read the Permanent Building Society's Bill a third time raised a fresh discussion, in which Messrs. Dorion, Holton, Irving, Sir John A. Macdonald, Cauchon, Oliver and Plumb took part. Mr. Irving moved the three months' hoist, on the ground that the matters dealt with by the Bill should be the subject of local not federal legislation. The motion, however, did not find a second. Mr. Cauchon moved a resolution, the effect of which would be to prevent the smaller Societies from receiving small sums as deposits. Mr. Thow said the amendment would in effect kill the Bill. Mr. Mills discussed the question from a constitutional point of view. Mr. Moss made a few remarks, in the course of which he intimated that he would accept Mr. Cauchon's amendment. Ultimately the amendment was withdrawn, and the Bill passed. The House at 10 o'clock adjourned.

## TEACHERS' EXAMINATION PAPERS.

3rd Class County Certificates—December, 1873.

ARITHMETIC.—TIME THREE HOURS.

1. From a pound Troy are coined 46, 29-40 sovereigns; find (in £ s. d.) the price per oz. of gold.
2. Divide \$29.50 between two persons, so that one shall receive half as much again as the other.
3. Simplify 1-5 of 13-16 - 1-4 over 13-16 of 19-20 plus 3-14 of 6, 5-12 over 3-4.
4. The sum paid for 494 gallons of oil, including a duty on each gallon which amounts to 1-5 of the cost price of a gallon, is \$1719.12; find the duty on a gallon.
5. A merchant Tailor bought 27 pieces of cloth, each containing 19-4 yards, at \$4.31-4 a yard, and paid freight \$9.62; he sold so as to gain \$381.87-4. At what price per yard was the cloth sold?
6. A and B can do a work in 3 days, B and C in 6 days, A and C in 4 days. If \$16 be paid for the work, what is each man worth per day?
7. Find the value of 30 cwt. 1 qr. 15 lbs. of sugar at \$10.20 per cwt. (qr. = 25 lbs.)
8. A person, after paying an income tax of 2 mills in the dollar, has \$1531.93 left. Find his gross income.
9. Find the cost of covering a room 27 feet wide and 30 feet long, with matting 2 ft. 6 in. wide and costing \$1.62-4 a yard.
10. A miller has a bin 8 ft. long, 4, 1-5 ft. wide, and 2-1/2 ft. deep, holding 75 bushels; how deep must he make an other bin which is to be 18 ft. long and 3-5-6 ft. wide, so that its capacity may be 450 bushels?
11. A man, engaged in business with a capital of \$10920, is making 12-1/2 per cent. per annum on his capital, but, on account of ill health, he quits the business, and loans his money at 7-1/2 per cent. How much does he lose by the change in 2 years, 5-1/4 months?

## LETTER FROM THE CAPITAL.

(From our Special Correspondent.)

OTTAWA, May 24.

The closing scenes are being enacted.

The end has virtually arrived. What is left to complete the session will be done by Royalty on Tuesday. Then the guards, the cannon, and His Excellency will put an end to the session. Well, it has been one marked by great results. It has only to be reviewed to prove this. We have seen the passage of a General Elections Bill and a Controverted Elections Act, a Tariff Bill and a Canada Pacific Railway Bill which has merely to be mentioned to suggest vastness and enterprise. Besides these a host of Private Bills has become part of our Statutes, and Public and Governmental Bills no less numerous have followed suit. Altogether the session has been a most prosperous one. Nearly all of Sir John's unfinished business, and for once in our Parliamentary history the order paper has been "cleaned out." Let us be thankful to the auspices under which Parliament assembled. Next session it may not be so desirable. Not that the Opposition composed of the remnant plunderers will ever amount to formidable dimensions, but because it is likely that the spirit of business-like progress will have considerably diminished by the end of a Parliamentary year, and members will be more inclined to talk than they were during the session which is now closing. The great expectations respecting the Riel affair have led us into disappointment. On Friday Mr. Geoffroy presented the report of the North-west Committee. The report states that the Committee had to inquire into three separate matters—the first was the causes of the difficulties of 1869-70, the second was the question why an amnesty was not issued in accordance with Lord Lisgar's proclamation and the third was whether or not the late Government promised Riel an amnesty for the offences committed by him. The Committee confess their inability to arrive at any conclusion, and they submit as reasons that many of the chief witnesses have not appeared before the Committee, they being absent in Europe and the North-west. Until these witnesses are examined the Committee deem it impossible to arrive at any just conclusion. In view of this Mr. Mousseau on Saturday put on the paper a notice for an address praying that an amnesty be issued to all those who were connected with the disturbances alluded to. The question will not be discussed this session. On Saturday night Mr. Mackenzie said that the next session of Parliament would be convened not to meet later than the 1st of February in accordance with the resolution passed at a previous session.

The Commons now await the pleasure of the Senate.

The ancients sat until midnight on Saturday discussing the Canada Pacific Railway Bill in Committee. Midnight came suddenly upon them and they had to adjourn their discussion until to-day.

It is not expected that any amendments will be made. If they undertake to do so, the House will not concur in them.

FLEMING'S REPORT.

has been laid upon the table. It comprises a statement of all the work done by the various surveying parties up to January last. It embraces 286 pages exclusive of diagrams, and is the fullest and most elaborate report of the North-west Territories since Professor Hind made his some years ago. The substance of the report does not differ from the following:

That, although the information respecting the Rocky Mountain Zone is not yet sufficiently complete to establish the line to the Pacific, several routes have however, been found, on which the obstacles to be met although formidable are not insuperable.

That there are reasonable grounds for the belief that the explorations in progress in British Columbia will result in the discovery of a line through the Rocky Mountain Region, which taking everything into consideration will be more eligible than any yet surveyed.

That it is now established that a favorable and comparatively easy route considering the line as a whole has been found from Ottawa to the northern side of Lake Superior. This result is the more satisfactory as unfavorable impressions have been created regarding this portion of the country, many having considered it even impracticable for railway construction.

It is a great pity that the Government made any supplementary proposals to the Columbians such for instance as that of offering to construct the road at once from Esquimaux and along the eastern coasts of Vancouver, if the latter would consent to an extension of the time. Jo such proposal should have been made. The Government had already made out a clear case that the extension of time was necessary, if on no other account at least for the reasons that the surveys are incomplete and that the points are undetermined. The proposal to make any particular point the terminus in view of the fact that the surveys were incomplete and moreover in view of what Fleming says was unwise. The Columbians have refused to accept the proposal and the case now stands as it would have stood if the proposal had not been made, though the fact that it was made cannot be hid.

To-day is being observed as a public holiday. The Governor General's Foot Guards have turned out for inspection. Lady Dufferin is to present a set of colors to this regiment at noon. Altogether the day is a gay one for the youngsters and the ladies. The prorogation will take place to-morrow afternoon at 3 o'clock.

## MISCELLANEOUS.

M. E. Conferece,—Bay of Quinte District—opened yesterday at Farmersville.

The Pacific Railway Bill passed the Senate without amendment.

The Belleville *Ontario* is informed that the "lightning express" trains have been abandoned by the management of the Grand Trunk Railway.

The 24th of June will be celebrated at Elgin by the members of the "Mystic Tie." Bro. Baker will provide an excellent banquet for the occasion.—*Brookville Recorder*.

Mr. Lee, who was shot recently, when passing Washburn's School House has so far recovered as to be able to visit Farmersville. We understand Lee has had two warrants issued for the arrest of the parties, who he believes attempted to commit the murder.—*Recorder*.

PORR ELIX, May 23.—A sad accident happened a few miles from here this morning. A daughter of Mr. Wm. Telford, about nine years old, was out in the field where they were rolling land with a field roller. She got on the roller to ride for amusement when she fell, and got under the roller and was killed.

The Buffalo *Courier* of the 18th says:—The steam canal boat City of New York, owned by William Baxter, arrived here at 6 o'clock Saturday morning, having made the run from New York, including loading and unloading at Utica, locking, etc., in just six days. Her actual running time, including all stoppages was five days and seven hours. Capt. DeWitt C. Baker, who commands her, stated that the amount of coal consumed on the trip was 5 tons and 12, 100. At the City Elevator Saturday afternoon, she took on 7,500 bushels of wheat for New York, and left in the evening for her destination.

ACCIDENTS.—An accident occurred at the Woolen Mill, Thursday afternoon, to a young man named Charles Hoyer, a loom fitter. It appears that he was fixing a belt, and in doing so upset a portion of the machinery which fell over on himself and one of the female employees. The former sustained some contusions and a portion of the flesh of one of his legs was torn off—but he is progressing favorably. The latter, it is said, is internally injured and her case is more serious.—Another accident occurred on Thursday at the Canada Cotton Mill, where one of the girls narrowly escaped losing the whole of the fingers of one hand.—*Cornwall Gazette*.

SHAMEFUL.—The Office of the Monck Reform Press, was broken open last Sunday night by some miscreants who carried off one form already made up, and some cases of Job Type and emptied them into the Canal. From certain indications easily understood, the perpetrators must have been *au fait* in a printing office. The proprietors with praiseworthy pluck issued the sheet with the third page blank, and promise to continue a half sheet until new material is obtained. There is one solace—that is, that such low persecution generally defeats itself and we hope the Press may find it so. We hope friends will rally round—that new subscriptions, and old arrears will come pouring in abundantly.

SERIOUS BREAK ON THE CANAL.—Shortly before noon on Monday, as the schooner, Erie Belle, bound up, was entering Lock 22, below Thorold, one of the helpers placed the snubbing line on the third instead of the second snubbing post, thereby allowing the vessel to strike the two head gates, which opened out and allowed all the water in the level between Locks 22 and 23 to rush through, which carried them away, as well as the two lower gates which were opened, thereby the schooner below the locks. The schooner Queen of the North is a ground just above the break. The Superintendent, Mr. Bodwell, and Mr. Collier are on hand with a large force of men, and are doing their utmost to repair the break, which was probably finished and ready to resume navigation last night. About 70 vessels are delayed bound up. The Erie Belle was formerly owned in Port Burwell but is now owned in Toronto, and the cost of repairs, about \$2,000, will likely be borne by her.

## Fatal Accident at the Mines

A man named Peter Kehoe, employed at the Fournier (Wheeler's) iron mines, South Sherbrooke, was killed on Friday last by falling down the shaft to the bottom or a distance of some hundred feet. It appears that deceased, while down in the pit with two co-laborers named John Dee and Michael Hagan complained of weakness and a dizziness in the head, caused probably by the presence of foul air in the mine, and soon after started to go to the top by the chain ladder, in order to get the fresh air. He was seen by Dee—who followed him with his eyes—safe upon his journey about 80 feet, whereupon Dee resumed his work, but a little after, hearing the chain rattling looked up again, and was horrified



## PASSENGER TRAINS G. T. R.

Leave Morrisburg Station as follows:—	
GOING WEST.	
No. 4 Express.....	1:10 a.m.
" 2 ".....	12:32 p.m.
Mixed.....	1:06 p.m.

GOING EAST.	
No. 3 Express.....	5:20 a.m.
Mixed.....	10:32 a.m.
No. 1 Express.....	5:30 p.m.

## LOCAL ITEMS.

The residence of Jas. Wheeler, below Ches-terville, was burned on Monday. Cause—do-  
fective pipes.

Regular Communication of Excelsior Lodge A. F. & A. M. this (Thursday) evening.

New buggies, unequalled in style and finish, are being turned out every week from McGee and Morris' Carriage Factory.

MAPLE SUGAR.—Mr. William Pen-  
nock of South Crosby made this spring  
2250 lbs of Maple Sugar, and 20 gal-  
lons of Syrup from 600 trees.

Messrs. Dennessha, Dewey and  
Rutherford shipped 16,837 Dozens of  
Eggs last week.

We are sorry to hear of the severe  
illness of Mr. Adolphus Annable of  
We' Winchester, of dropsy. Little  
hope is entertained of his recovery.

PLEASING.—Several new planks have  
been put in the Sidewalks—the conse-  
quence is Life Assurance rates have  
fallen in Morrisburg.

Musgrove's Steam Dyeing and Clean-  
ing Works have appointed Mr. F.  
Miller, Barber, as their agent for Mor-  
risburg. See Adv.

We regret to learn from a letter from  
our old friend Dr. Howey of Kempt-  
ville, that he has been laid up for nine  
weeks from a broken leg.

A poor old man by the name of  
Radford Browne died at Hoasac on  
Sunday after a year's illness. He was  
buried by the Municipality of Williams-  
burg.

THE GREAT RACE.—The rowing  
between Dr. Fraser and Mr. Redhead  
was rowed Thursday p.m. Dr. Fraser  
won by over 100 yards.

A force of 80 men are at work on the  
head-race at the foot of the Canal, in  
order to increase the water power of  
the Woollen and Cotton Mills.

Moulinette is to be dignified with  
a Post Office and a Postmaster—the  
latter in the person of Mr. George Mac-  
donald, late Postmaster of Notfield.  
The "ambitious village" looking up  
—*Cornwall Gazette.*

POKER.—Quite an exciting game of  
poker was played on Saturday last.  
Some considerable blood was spilled,  
and the game pronounced drawn. We  
presume the Town Treasury will  
eventually receive the stakes.

"Narrow, narrow skirts and trim-  
med to kill is the prevailing  
fashion" we overheard a lady of our  
acquaintance say. "No doubt the 'kill-  
ing' applies to the man who has to  
foot the bills. Of course it is another  
instance of "killing no murder."

The weather the past week has been  
wet, and farmers are complaining at  
being delayed with their seed. The  
grass has taken a fine start, and there  
is a good prospect of an excellent hay  
crop.

An old man from near Kemptville—  
a cripple, has been asking alms of the  
people of Morrisburg for the last week  
with the proceeds of which he has been  
able to keep in pretty good "spirits."  
It is about time he was "moving on"  
before he receives too much of the  
"circulating fluid."

It will be seen from the Advertise-  
ment on the third page, that Messrs.  
Doran & Son having disposed of most  
of the stock previously advertised, have  
got on a new and seasonable supply  
which are well worth buying, their mot-  
to being "good quality and low prices,"  
and the way to test both is to call and  
see their goods.

Stickney's World's Circus exhibits at  
Morrisburg to-morrow night. This is  
a Canadian Company and has been  
fitted out anew in Montreal, and no  
pains have been spared to obtain first  
class performers. Being the first of  
the season, and every thing in first  
class order they may expect a good  
turn out. See Advertisement.

BEEDLE'S BELL RINGERS.—This  
popular troupe gives an Entertainment  
in Bradford's Hall to-night. They have  
traversed the Province and been very  
flatteringly spoken of by the Press  
wherever they have been. What speaks  
highly for their entertainment is that  
their second visit to any section always  
secures a full house.

SURPRISE.—On Monday of last week  
Rev. E. Robson and lady were agree-  
ably surprised by a deputation from  
the members and friends of the congre-  
gation in Morrisburg. Mrs. Robson  
was made the pleased recipient of a  
handsome Sewing Machine worth twen-  
ty eight dollars and a purse containing  
eleven dollars, while Mr. Robson was  
presented with a purse containing one  
hundred dollars.

IMPORTANT DISCOVERY.—There  
was one dry crossing in this  
Village last week. Taking pity on the  
pedestrians between McMartin's  
Hotel and the Post Office, we invest-  
ed a dime in employing a boy with a  
worn out broom to sweep the crossing.  
The experiment we are happy to say  
was successful. There was but one  
draw-back—the number of passengers  
was so great, (it being the only dry  
crossing in town) that numberless  
collisions occurred, and traffic was  
considerably delayed in consequence.  
We heard of individuals coming from  
either end of the town to practice on  
the dry crossing. It is a matter for  
congratulation, that the same means  
is open to any enterprising business man,  
though from motives, strictly private,  
we decline further experiments, our-  
selves.

## Badly Managed.

The protracted investigation into the  
management of the Montreal post office,  
and which is still in progress, has  
revealed a most disgraceful state of  
things. A large deficiency in the re-  
ceipts has been discovered, of which no  
explanation is yet given. Letters ap-  
pear to have been opened in a systematic  
fashion, the precedent set in the case of  
the suspected Fenians being probably  
applied to some who were not Fenians,  
and after the Fenian scare had died out.  
We cannot now go into the facts fully;  
but shall merely add that the disclo-  
sures have excited grave apprehen-  
sions among business men and badly  
shaken their confidence in the office as  
a medium for business communications.  
That there are various causes for the  
existing abuses is not doubted; but  
the statement of one witness, a resident  
of Montreal, that there had not been an  
efficient postmaster for forty years,  
would seem to go a great length in the  
way of explanation of the corrupt and in-  
efficient management revealed.—*Mon-  
treal Times.*

## Winchester Items.

A great number of sheep and lambs  
have been destroyed by dogs lately,  
and some Farmers have adopted the  
plan of putting a number of bells on  
their sheep so that when chased by the  
dogs the noise will discover the fact.

A Miss Braceford died last week as  
was supposed, from convulsions, but  
when they went to lay her out the sup-  
posed corpse rose up, to the astonish-  
ment of the attendants.

Mr. Editor—I would ask through  
your columns, what became of the mon-  
ey that was collected sometime ago, for  
the purpose of instituting a High School  
Base Ball Club. A VICTIM.

Morrisburg, May 26th, 1874.

Dominion Telegraph Co. have open-  
ed offices in Edwardsburg and Alexan-  
dra Bay N. Y.

BUY YOUR DRUGS at the MEDICAL HALL,  
Iroquois, where you will find at all times  
a complete assortment of everything usually  
kept in a first-class Drug Store. Particular  
attention paid to the filling of prescriptions  
and family receipts.

EDWARD AULT,  
Pharmaceutical Chemist & Apothecary.  
Iroquois.

## Ottawa Markets.

Spring Wheat.....	\$1 30 to 1 35
Fall Wheat.....	1 35 to 1 40
Oats.....	0 55 to 0 60
Peas.....	0 80 to 0 85
Barley.....	0 90 to 1 00
Rye.....	none offered
Corn.....	0 70 to 0 75
Luckwheat.....	55 to 70
Beans.....	2 00 to 2 25
Fresh Butter, per lb.....	25 to 60
Tub Butter, per lb.....	20 to 22
Cheese.....	15 to 17
Eggs, per doz.....	12 to 14
Potatoes, per bush.....	60 to 65
Carrots, per bush.....	45 to 50
Turnips, per bush.....	40 to 45
Cabbage.....	8 to 10
Onions, per bush.....	1 75 to 2 00
Parsnips, per bush.....	40 to 50
Apples, per bbl.....	6 00 to 7 00
Green Hides, per lb.....	7 00 to 8 00
Sheepskins, each.....	75 to 90
Calveskin, per lb.....	17

## Morrisburg Markets.

Flour per cwt.....	\$3 00 to 3 25
Back-sack Flour do.....	2 25
Cornmeal, do.....	1 75
Oatmeal, do.....	3 00
Corn per bush.....	75 to 80
Spring Wheat, do.....	1 00 to 1 25
Fall Wheat do.....	1 20 to 1 35
Barley, do.....	1 10 to 1 20
Oats, do.....	47 to 49
Beans, do.....	60 to 65
Mess Pork per bbl.....	18 00 to 20 00
Butter in Rolls per lb.....	18 to 20
Butter in tubs do.....	18 to 20
Eggs per doz.....	13 to 14
Potatoes per bush.....	40 to 45
Hay per ton.....	15 00 to 20 00

## Money Market.

REPORTED BY THOMAS DARRIS, BANKER, MORRISBURG.  
Gold 124. Greenbacks bought at 11 dis-  
count and sold at 104.  
Morrisburg, May 15th 1874.

## Iroquois Markets.

Fall Wheat per bushel.....	\$1 15 to 1 32
Spring do.....	1 00 to 1 35
Barley do.....	1 00 to 1 20
Oats do.....	45 to 50
Peas, do.....	60 to 65
Beans, do.....	1 25 to 1 50
Pork, per bbl.....	18 00 to 20 00
Beef, per cwt.....	7 00 to 8 00
Mutton, per lb.....	10 to 12
Butter, Rols do.....	20 to 22
Butter, Tub do.....	18 to 20
Eggs, per doz.....	13 to 14
Potatoes, per bush.....	50 to 60
Hay, per ton.....	10 00 to 15 00
Hard Wood per cord.....	3 00 to 3 25
Soft do.....	1 50 to 2 00

## E. W. KELLOGG'S

Cabinet & Organ Factory.

The subscriber begs leave to inform his  
friends in Morrisburg and vicinity, that his

## CABINET FACTORY

is yet in full operation, and that, in addition  
thereto, he has begun the manufacture of

MELODEONS & COTTAGE ORGANS.

AND HE GOES BY SECURING

THE BEST OF WORKMEN

o furnish a superior article, both as regards  
Material Finish and Tone.

## In The CABINET DEPARTMENT

Will be found a large stock of all kinds of  
Household Furniture.

Coffins Kept Constantly on Hand

A supply of Picture Mouldings of different  
styles, always ready.  
E. W. KELLOGG  
Morrisburg, March 26th, 1874. 1-ly

Morrisburg High School  
Entrance Examination.

THE above Examination will take place on  
Monday, the 29th of June, 1874,  
at 9 o'clock, a.m., and may continue during  
the following day.  
Candidates should notify the Head Master,  
not later than the 5th of June, of their intention  
to present themselves for examination.  
THOS. McDONALD, Sec'y  
Morrisburg, May 27th, 1874. 10-3t

Iroquois High School  
ENTRANCE EXAMINATION.

JUNE 29 & 30, 1874.  
CANDIDATES must give notice to the Head  
Master of their intention of presenting  
themselves for examination.  
None but regularly admitted pupils will be  
allowed, henceforth, to attend the High School.  
P. CARMAN, Sec'y.  
Iroquois, May 26th, 1874. 10-3t

## Counties' Council.

The Council of the United Counties of Storm-  
ont, Dundas and Glengarry, will meet at the  
Court House in the

TOWN OF CORNWALL,  
on

Tuesday, the 16th day of June  
next, at the hour of two of the clock p.m.,  
pursuant to adjournment.

JOHN BERGIN,  
County Clerk.  
Cornwall, May 19th, 1874.

COURT OF REVISION.  
Village of Morrisburg.

THE First Sitting of the Court of Revision,  
for the Incorporate Village of Morrisburg,  
will be held at the

TOWN HALL,  
—ON—  
Monday Even'g, June 1st, 1874,  
At the hour of 7 o'clock.

All persons interested will govern themselves  
accordingly.  
JOHN FETTERLY, Clerk  
Morrisburg, May 12th, 1874. 3w

## Insolvent Act of 1869.

In the County Court of the United Coun-  
ties of Leeds and Grenville.

Canada, } In the Matter of Jone  
Province of Ontario, } EDWARD MALEY and  
and United Counties of } George Thomas Ma-  
Leeds and Grenville. } leys and others,  
} Individually, and as  
} Co-partners, trading under the name, firm and  
} style, of John E. Mahey, and Mahey Brother  
} and Company,  
} Insolvents.

The undersigned has filed in the office of  
this Court, a Consent by his Creditors to  
discharge, and on Tuesday, the sixteenth day  
of June next he will apply to the Judge of the  
said Court, at his House Chambers, in the Town  
of Brockville, at the hour of Eleven o'clock, in  
the forenoon, for a confirmation of the dis-  
charge there effected, and for a discharge  
under the said Act.

Witness my hand and the Seal of the County of  
Dundas, at the Village of Morrisburg in the  
County of Dundas, one of the United Counties  
of Stormont, Dundas and Glengarry, this sixth  
day of May, A. D. 1874.

GEORGE THOMAS MALEY,  
One of the above named insolvents.

NO! FARMERS, NO!  
Here's just what you've wanted.

FRENCH CHAMPION  
was brought from Lower Canada, March 26th,  
1874, by the undersigned. He was bought in  
Longueuil, south of Montreal, from a stock  
raiser. Single Importer Black Raven Per-  
shire and from a Canadian mare, both being  
pure French bred. The Champion is a coal  
black, heavy mane and tail, girls six feet, is 15 1/2  
hands high, well set, 1200 pounds, and will be  
5 years old in July. For style and action he  
cannot be surpassed. He will stand for the  
improvement of stock at North Williamsburg  
and vicinity the present season.

W. FORD,  
North Williamsburg, April 6th, 1874. 2m

FOR SALE.

## Spanish Jack.

MULES! MULES!  
Farmers wishing to improve their stock,  
may call at the subscriber's stables in Mor-  
risburg during "the season," on and after May 10  
1874. After the present season the "Jack"  
can be bought, providing the purchaser keeps  
him for stock—in the United Counties of Dun-  
das, Stormont and Glengary.

T. W. H. BEDSTEDT,  
Morrisburg, April 23rd, 1873. 2m.

## TROTTING STOCK.

THE "YOUNG SHERIDAN"  
STALLION  
Will stand for a limited number of mares, at  
the following places:

Monday, May 11th—Donelson's Corners,  
Matilda.  
Tuesday—Morrisburg;  
Thursday—Farran's Point;  
Friday—Moulinette;  
Saturday noon—Dickinson's Landing;

YOUNG SHERIDAN will be five years old  
on the 6th of June next. He is of a rich  
brown color, stands 16 hands high, and has all  
the characteristics which distinguish the trot-  
ter. His style of trotting, his apparent vigor  
and courage give indication of a fast horse.

YOUNG SHERIDAN was sired by the cele-  
brated Trotting Horse "Phil Sheridan," who  
is also the sire of "Dead," with a record of  
2:27 1/2, sold for \$5000, and of "Kitty Watson,"  
that can trot in 2:31, of "Ed Chapin," and  
of "Nellie Thom," that can trot in 2:35; of  
Hiram Woodruff Rorer and a number of others  
that are trotters. Phil Sheridan was sired by  
Young Columbus, he by Old Columbus,  
Phil Sheridan's dam was the well-known trot-  
ting Mare, Black Fly, sired by Tippo, dam-  
Black Jack. The dam of Young Sheridan is  
known as the Bennett Trotting Mare. She  
was sired by Young Eagle, he by the old Gray  
Eagle. The dam of the Bennett mare was sired  
by Brumby Pat, a thoroughbred. His sire was  
a thorough bred chestnut horse, with white  
feet and strip, imported from Ireland, called  
Paddy, his stock though not large were cele-  
brated for beauty and for being fast roadsters.  
He is called the sire of Vermont Black Hawk,  
who is the sire of Ethan Allen, and the head  
of a numerous family of fast trotting horses.  
The dam of Brumby's Pat was a thoroughbred  
—a Messenger mare, imported here from  
Schoharie County, N. Y. by D. Brumby. The  
dam of Young Eagle was sired by Laver's  
Messenger, also imported from Schoharie Co.,  
by a Laver, and bred there by A. Haines.

In choosing a stallion to breed from for speed  
the longer the lines of Trotting descent in his  
pedigree the greater will be the probability  
that his colts will inherit the desired quality.  
This is why Phil Sheridan, that stands at \$100  
and Hamiltonian, that stands at \$500, are so  
much valued as stock horses. Hamiltonian  
gets his trotting quality from Messenger, and  
has more Messenger blood than any other horse  
living. There is every reason to expect that  
Young Sheridan will prove a first-class stock  
horse, as he is kindred blood with the best fam-  
ily of trotting horses.

TERMS.—\$10, \$15 and \$20.  
All insured Mares parted with before foaling  
time will be considered as in foal. All mares  
at the risk of the owner.

Mares coming from a distance to Morrisburg  
will be furnished pasture at 75 per week.  
GEO. DOLEY, JOHN GORMLEY,  
Driver, Proprietor.

## STATUTE LABOR.

All persons Rated on the Assessment Roll  
for Statute Labor may commute the same at  
60 Cents per day, if paid to the Treasurer, Mr.  
Thos. Darris, before the 1st of July next,—  
otherwise to be rated on the Collector's Roll  
at 75 Cents per day. By order.

JOHN FETTERLY, Clerk.  
Morrisburg, May 13th, 1874. 7w

## LUMBER! LUMBER!

The undersigned keeps constantly on hand  
Tongued and Grooved Flooring  
1, 1 1/2, 2 and 2 1/2 inch, of various grades.

Also, Grooved inch Clapboards, Tongued  
and Grooved Sheeting, Lath and  
Shingles.

Hemlock Lumber from 12 to 36 feet—to be  
to be sold at the most moderate rates.  
CAMERON & MCINNIS  
Iroquois, April 23rd, 1874. 3m

## "Still Ahead."

Continue to Sell Goods Cheap, and Get the Cash.  
Have had to replace all these Goods that went so fast,  
added a fine lot of new fresh ones.

We would call special attention to our Black Silk Lingerie  
at 50 Cents per Yard. — Worth 75c. It is everything in this  
town or Morrisburg. Ladies from Morrisburg sending for it.  
Also beautiful Silver-Gray Lingerie at 25c per yard. Every-  
thing else all right.

DORAN & SONS  
Do Call and See our Comma-  
sive Stripe, Chambray and other dress goods.

Prof. Perry,  
Leader of Band.

Monday Even'g, June 1st, 1874,  
At the hour of 7 o'clock.

JOHN FETTERLY, Clerk  
Morrisburg, May 12th, 1874. 3w

## Insolvent Act of 1869.

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ties of Leeds and Grenville.

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North Williamsburg, April 6th, 1874. 2m

FOR SALE.

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YOUNG SHERIDAN will be five years old  
on the 6th of June next. He is of a rich  
brown color, stands 16 hands high, and has all  
the characteristics which distinguish the trot-  
ter. His style of trotting, his apparent vigor  
and courage give indication of a fast horse.

YOUNG SHERIDAN was sired by the cele-  
brated Trotting Horse "Phil Sheridan," who  
is also the sire of "Dead," with a record of  
2:27 1/2, sold for \$5000, and of "Kitty Watson,"  
that can trot in 2:31, of "Ed Chapin," and  
of "Nellie Thom," that can trot in 2:35; of  
Hiram Woodruff Rorer and a number of others  
that are trotters. Phil Sheridan was sired by  
Young Columbus, he by Old Columbus,  
Phil Sheridan's dam was the well-known trot-  
ting Mare, Black Fly, sired by Tippo, dam-  
Black Jack. The dam of Young Sheridan is  
known as the Bennett Trotting Mare. She  
was sired by Young Eagle, he by the old Gray  
Eagle. The dam of the Bennett mare was sired  
by Brumby Pat, a thoroughbred. His sire was  
a thorough bred chestnut horse, with white  
feet and strip, imported from Ireland, called  
Paddy, his stock though not large were cele-  
brated for beauty and for being fast roadsters.  
He is called the sire of Vermont Black Hawk,  
who is the sire of Ethan Allen, and the head  
of a numerous family of fast trotting horses.  
The dam of Brumby's Pat was a thoroughbred  
—a Messenger mare, imported here from  
Schoharie County, N. Y. by D. Brumby. The  
dam of Young Eagle was sired by Laver's  
Messenger, also imported from Schoharie Co.,  
by a Laver, and bred there by A. Haines.

In choosing a stallion to breed from for speed  
the longer the lines of Trotting descent in his  
pedigree the greater will be the probability  
that his colts will inherit the desired quality.  
This is why Phil Sheridan, that stands at \$100  
and Hamiltonian, that stands at \$500, are so  
much valued as stock horses. Hamiltonian  
gets his trotting quality from Messenger, and  
has more Messenger blood than any other horse  
living. There is every reason to expect that  
Young Sheridan will prove a first-class stock  
horse, as he is kindred blood with the best fam-  
ily of trotting horses.

TERMS.—\$10, \$15 and \$20.  
All insured Mares parted with before foaling  
time will be considered as in foal. All mares  
at the risk of the owner.

Mares coming from a distance to Morrisburg  
will be furnished pasture at 75 per week.  
GEO. DOLEY, JOHN GORMLEY,  
Driver, Proprietor.

## STICKNEY'S



# THE PACIFIC RAILWAY.

(McKenzie's Speech Continued.)

From Nipigon to Red River, a distance of 416 miles, there are no formidable engineering difficulties, though the nature of the country makes it expensive to build. We proposed to build the road from Pembina to Fort Garry as our predecessors did. During the elections great capital was tried to be made out of this, and statements were made by hon. gentlemen opposite to their newspapers that this was in consequence of some bargain with the Northern Pacific Railway, and it was stated the Northern Pacific had something to do with the previous transactions, which I do not propose to discuss now, as I intend to confine myself to the matter before the House. I may say that I never knew any one connected with the Northern Pacific Railway; that I never had any communication with or through them, or any one connected with them, good, bad, or indifferent; and any statements to the contrary are simply without foundation; and I challenge any one in this House, or out of this House, to produce anything to the contrary. But it became evident, Sir, that the construction of these sixty-five miles of railway would be necessary in order to get into Manitoba. It was evident that if the railway should be completed through the United States from Duluth to Pembina we would have an easy mode of communication with Fort Garry, a point on the great road itself; and that it would be of the last importance to be able to commence the line in both directions with the view of getting immigrants from the United States and Europe into the great prairie country as rapidly as possible. We decided to lose no time in building this branch of the great Pacific road, and I have no doubt this branch will be in operation in little more than a year from the present time, if the House passes the vote which we have asked for this purpose. Thus we will have the means of commencing the road from the western point of the Fort Garry section. I have now to point out what the scheme of the Government is in relation to the construction of the road itself. I have already said I consider the building of this road to be one that has to be borne by the people of the country. It is quite useless to expect that this road can at the present time, or for some time to come, be regarded as a purely, or even partially a commercial enterprise, because I do not expect that any commercial advantages can be any possibility arise to a Company constructing this road for many years to come; and as I believe in a perfectly frank, honest expression of opinion in regard to these matters as the only mode by which the affairs of the country can be legitimately carried on, I give free expression to my views in that matter. In regard to the branch from Fort Garry to Pembina which I think has some commercial advantages which may fairly be expected within a short time to yield some return for the outlay, at present there is no doubt that the commercial advantages would not be great unless we throw upon it a great deal of the traffic in connection with the Pacific road proper. We propose, then, in these resolutions to ask the House to agree to this general proposition. In the first place we have to ask the House for complete power to proceed with the construction of the road under the terms of the Union with British Columbia, because we cannot throw off that obligation except with the consent of the contracting parties, and we are therefore bound to make all the provision that the House can enable us to make to endeavor to carry out in the spirit, and as far as we can, in the letter, the obligations imposed on us by law. We ask, therefore, for power to accomplish this, if it can be accomplished, and at the same time we propose to divide the road into several sections, one from Nipigon westward to Nipigon, a distance of 557 miles. This is a section which we do not consider at all necessary or desirable to proceed with at the present time. It is not one that in any way involves in spirit the obligations entered into with British Columbia if it should be allowed to stand for the time. We propose to make another section from that point some point on Lake Superior. Nipigon river presents, according to our present information, some considerable advantages, and in order to have a complete summer connection through our own territory, it appears to be clearly necessary that this section should be proceeded with. Hon. gentlemen will remember that the Saskatchewan takes a long detour southwards, and we do not propose to utilize the navigation at that point. We therefore propose to build the railway from the Red River to the point where we can reach the Saskatchewan without making a detour to the south. This would therefore leave somewhere in the neighborhood of between 800 to 700 miles. I cannot tell the precise distance, for the distances are all approximate. There have been no measurements, they are taken from astronomical points ascertained, making some allowance for bending one way or the other. They are purely approximate, but perhaps they are not very far from the real truth. From that point westward it is quite clear that there is no means of rapid communication except by building a railway, and this portion in British Columbia alone would take \$35,000,000; and from the point which Mr. Fleming calculates as the centre of the Rocky Mountains eastward to the junction with navigation would probably be \$100,000,000, or something like that. This portion we propose to proceed with as rapidly as we are

able to obtain a completion of surveys. There are now four parties of surveyors in British Columbia, one exploring party proceeding along the Cascade Range with a view to find some other points where that formidable range could be penetrated from the plateau to the ocean. At present the easiest point appears to be Bute Inlet, especially if we look to the connection with the Island. The shortest route, however, is that which takes the Fraser River, and terminates at Burned Island. That is some 50 or 60 miles shorter than the route whose termination is at Bute Inlet, according to the distances already ascertained, but the engineering difficulties are still more formidable. In no portion of the Cascade Range has yet been found a favorable passage; that on the Fraser River is the most favorable, but it presents engineering difficulties almost insurmountable. To Bute Inlet there is a descent of 3,500 feet in the course of a very few miles, making an average of over one hundred and fifteen feet to the mile, and there are very formidable obstacles to traffic passing eastward. Still, if no better route presents itself in the course of explorations this summer, it is probable this route will be adopted by the Government. We do not commit ourselves to any portion not thoroughly surveyed. I believe it is absolutely necessary in constructing a great railway that there should be a thorough exploration and survey before it is commenced. I do not believe that any time is gained by the other course. I know our friends from British Columbia are very impatient for the actual work to be commenced, but it is impossible to commence works of construction until the plans on which they are to be constructed are decided upon. It would be very easy to commence at Bute Inlet to grade the road, and so keep within the terms of the Union Act, but I score to practice any deception in the matter. (Hear, hear.) I desire to be perfectly frank, and I say it is utterly unsound in practice and principle to commence the work until we know the precise point where the works should be undertaken. It would be a great mistake in the interests of British Columbia itself to commence the construction of the railway, and a year afterwards, after spending perhaps a million or more, to find that we might have obtained a road more favorable in its route and in other respects. We know that though Mr. Fleming had been engaged four years in the survey of the Intercolonial before a single sod was turned upon the line, his surveys were in such a state of incompleteness that it cost the country a great deal more than it need, and would perhaps cost more yet, besides giving rise to difficulties and to heart-burnings among the contractors, who alleged they had been deceived with regard to the character of certain sections. I have these complaints before me every day. Every gentleman knows who hears the motions made in this House from day to day for papers in connection with these contracts that a serious blunder was made at the beginning, and that arose from the commencement of the work before a complete survey of the road had been made. We are now pushed by our friends from British Columbia to commit a similar blunder, but in a greatly enlarged and aggravated form. For, if it took four years to survey the Intercolonial Railway, passing through a country which was reasonably well known, how much more difficult must it be to survey the country from the Rocky Mountains west, which is characterized as an enormous plateau, with mountain ranges rising to a height greater, in some cases, than the highest passes in the Rocky Mountains themselves? We are told, as a matter of fact, that thirty miles from the Pacific the mountains are higher than the most elevated of the Rocky Mountain range. The country is almost entirely unsettled, and is a most difficult road from an engineering point of view. It is intersected at various points by large, rapid, and most dangerous rivers, and presents some of the most formidable engineering obstacles. The Government, therefore, feel that they would not be justified if they did not prosecute as rapidly as possible a full and complete survey of the country before they commenced the road, if that road is to be anything like a success. (Hear, hear.) I have a firm belief in a great future for Canada. (Hear, hear, and cheers.) I have a firm belief that the vast prairies of the West will even within my own lifetime, be filled with millions of a busy population—(cheers)—that the vast mineral resources of British Columbia will be developed, and that its agricultural resources will prove much greater than at present we have reason to think they are. (Hear, hear.) And, Sir, we have also reason to hope for traffic upon this road that will make it a commercial success. Whenever it becomes necessary to use it as a commercial highway, you would find the difficulty which would be created by having it poorly surveyed and badly graded. There are various models by which this character of railway has at several times, and in several countries, been constructed, and I think it might not be at all unprofitable to glance at some of the modes by which other countries have accomplished the building of some of their roads. Sir J. A. Macdonald suggested that as it was now within a few minutes of six o'clock, and the hon. gentleman was entering upon a new portion of his subject, that he should reserve his remarks until after recess. Mr. Macdonald agreed to do so, and the House accordingly rose for recess. (Concluded next week.)

Rain, all over the country.

## The Frontier Wedding.

One day in early winter my husband received a summons to Burke's settlement, to unite a couple in the bonds of wedlock. It was especially requested that his wife should accompany him, as we should be expected to remain all night and partake of the festivities. It was twenty miles to the settlement, and we reached the log-house of Mr. Burke, the father of the expectant bride, about noon. A dozen tow-haired children were at the door, waiting our arrival. They telegraphed the news instantly. "Marm! marm! here's the elder and his wife! They're nothing but folks! She's got a man's hat, and a turkey wing in the front of it; his nose is like dad's—crooked as a cow-horn squash!" Alas for Mr. Morrison's aquiline nose of which he was a little proud. "Sam," said a shrill female voice from the interior of the cabin, "run out and grab the rooster, and I'll clap him in the pot. Sal, you quit the churn and sweep the floor. Kick that corn-dodger under the bed. Bill, you wipe that taller out of the cheer, for the minister's wife, and be spry about it." Further remarks were cut short by our entrance. Mrs. Burke, in calico short gown, blue petticoat, and bare feet, came forward, wiping her face on her apron. "How do ye do, elder? How d'ye do, marm? Must excuse my head—hain't had a chance to comb it since last week. Work must be did you know. Powerful sharp air, hain't it? Shoo, there! Bill drive that turkey out of the bread-trough. Sal, take that lady's things. Set right up to the fire, marm. Hands cold? Well, just run 'em in Bill's hair—we keep it long a purpose." Bill presented his shaggy head, but I declined with an involuntary shudder. "Laws, if she ain't actually a shiver-in!" cried Mrs. Burke. "Bring in some more wood. Here, marm, take this corn-dodger in your lap—it's as good as a soapstone." A fateful squall announced the execution of the rooster, and shortly afterwards he was bouncing about in a four-quart kettle hung over the fire. Sal returned to her churn, but the extraordinary visitor must have made her careless, for she upset the concern, and the buttermilk went swimming over the floor. "Grab the ladle, Bill," cried Mrs. Burke, "and help to dip it up. Take keer—don't put that snarl of hair in. Strange how folks will be so nasty! Dick, do keep your feet out of the buttermilk; it won't be fit for the pigs when the butter's gathered. Drive that hen out, quick; she's picked up a pound of butter already. There, Sal, do try and churn a little more keener, if you are gwine to be spliced ter-morrow, you needn't run crazy about it." "I advise you to dry up," remarked the bride elect, thumping away as hard as ever at the churn. By the time I had got fairly warmed dinner was ready. Night came on early, and after a social chat about the event of the morning, I signified my desire to retire. Sal lighted a pitch-knot, and began climbing a ladder in one corner of the room. "Come on," said she, "don't be afraid. Sam, and Bill, and Dick, and all the rest of ye, duck your heads while the elder's wife goes up. Look out for the loose boards, marm, and mind, or you'll smash your brains out against that beam. Take keer of the hole where the chimney comes through." Her warning came too late. I caught my foot in the end of a board, stumbled, and fell through what appeared to be an interminable space, but it was only to the room I had just left. The less said about that night the better. I fell asleep, and was awakened by Mr. Morrison, who informed me that it was morning. The marriage was to take place before breakfast, and Sally was already clad in her bridal robes when I descended the ladder. She was magnificent in a green calico over a crinoline full four inches larger than the rest of her apparel, a white apron with red strings, blue stockings, a yellow neck ribbon, and white cotton gloves. Her reddish hair was fastened in a pug behind, and well adorned with the tail-feathers of the defunct rooster before mentioned. When it was announced that Lemuel Lord, the groom, was coming, Sally dived behind a coverlet, which hung across the corner of the room, and refused to come forth. Mr. Lord lifted one corner of the curtain and peeped in, but quickly retreated, with a few sharp words from Sally, advising him to mind his own business hereafter. Lemuel was dressed in blue, with bright buttons. The entire suit had been made for his grandfather on a similar occasion. His hair was well greased with tallow, and his monstrous feet encased in skin pumps. Very soon the company began to gather, and the room was well filled. "Now, elder," cried the bridegroom, drive ahead. I want it done up nice; I am able to pay for the job; do you hear? Come, father Burke, trot out your gal." But Sally refused to be trotted. She would be married where she was, or not at all, and it was finally concluded to let her have her own way. Mr. Morrison stood up: the happy couple joined hands through a rent in

the coverlet, and the ceremony proceeded, when down came the coverlet, enveloping both minister and bridegroom, and filling the house with dust. Mr. Morrison crawled out, and Sally was obliged to be married openly. To the momentous question Lemuel responded, "To be sure? what else did I come here for?" and Sally replied, "Yas; if you must know." "Salute your bride," said Mr. Morrison, when all was over. "I'm ready to do anything, elder," said Lemuel, "but just show me how, and I'll do it if it kills me." My husband drew back nervously, but Sally advanced, threw her arms around his neck, and gave him a kiss that made the windows clatter. "I run, if I don't do ditto!" cried Lemuel; and he made a sudden dash at me—smashed my collar, broke my watchguard into a dozen pieces, tore my hair down, and succeeded in planting a kiss on my nose, much to the delight of the company. Then he turned to my husband. "Now, elder, what is the damage? Don't be afraid to speak." "Whatever you please," said Mr. Morrison. Lemuel produced a piece of fur. "There, elder," said he, "there's a muskrat's skin; and out in the shed is two heads of cabbage." My husband bowed his thanks, the young people went to dancing. Mrs. Burke went to getting breakfast, and, at my earnest request, Mr. Morrison got out our horse, and we bade them adieu. Twenty Cent Pieces.—The Government have announced that it will withdraw the twenty cent silver coins from circulation as fast as they are presented at the banks. Many persons consider this coin a nuisance; but we can only say that we shall be glad to receive at par as many as can be presented for unpaid subscription and advertising accounts. A modest young husband sent the following message over the wires to friends in this city the other day: "See ninth chapter of Isaiah, sixth verse." The dusty old bible was hauled down in an instant, and the above chapter and verse were hunted out and found to explain all. The verse reads, "For unto us a child is born—unto us a son is given." The most enterprising speculator in human hair—the wild Indian. Home-made sausages have suddenly got into great demand. "Love me, love my dog." Women who "blow up" their husbands are called inflationists in Western New York. Dr. Robert Chambers tells a good story in his "scrap-book," of a Mr. Erskine, of Dun, who had an old manservant, who took great liberties, in virtue of his long and faithful service. He had grown quite grey in the family, and no one thought of taking amiss almost anything he said, though he often spoke very bitter things. At length, getting into an altercation one day with his master, he so far forgot himself as to call Mr. Erskine a bear. "Well, Gabriel, this can not be put up with any longer, we must part at last." "Hoot, toot, laird; where wad your honor be better than in your ain house?"

## THE "SMITH" AMERICAN ORGAN

W. A. NASH

the only authorized agent in the united counties for these celebrated

## ORGANS.

All other agents are only sub-agents, consequently you cannot buy as cheaply of them as you can of

W. A. NASH.

Morrisburg, April 23rd, 1874.

## E. W. KELLOGG'S Cabinet & Organ Factory.

The subscriber begs leave to inform his friends in Morrisburg and vicinity, that his

## CABINET FACTORY

is yet in full operation, and that, in addition thereto, he has begun the manufacture of

MELODEONS & COTTAGE ORGANS.

AND HE HOLDS BY SECURING

## THE BEST OF WORKMEN

to furnish a superior article, both as regards Material, Finish and Tone.

In The CABINET DEPARTMENT

Will be found a large stock of all kinds of Household Furniture.

Coffins Kept Constantly on Hand

A supply of Picture Mouldings of different styles, always ready.

E. W. KELLOGG

Morrisburg, March 20th, 1874. 1-ly

400 Bushels Seed Barley

For Sale by

W. C. BAILEY.

Iroquois, May 6th, 1874.

## Competition Defied!

—AT—

## DORAN & SON'S

IROQUOIS.

GOODS GOING LIKE HOT CAKES

DRESS GOODS!

IN ENDLESS VARIETY.

Prints for the Thousand

Tweeds, Tickings, Denims, Linens, Hats &c., &c., For all the rest, sold so cheap that every one can buy.

Our Hardware Depar't WILL BE FOUND COMPLETE.

OUR SPRING STOCK OF Boots and Shoes Just Arrived, and Being Marked Low.

We would call special attention to our Fine Stock of

GROCERIES AND CROCKERY.

Having bought a Job Lot of Crockery, we are prepared to almost give it away. Call Early and Secure Bargains. Iroquois, March 25th, 1874.

IROQUOIS

Clothing Mart

THE

Cheapest and Best Place

TO BUY YOUR CLOTHING.

Large and Choice Stock

—OF—

Summer Tweeds,

ENGLISH & FRENCH

COATINGS,

BLACK & BLUE

Doeskins and Venetians

&c., &c.

Which will be made up on the Shortest Notice and in the Latest Styles, at prices that will

DEFY COMPETITION.

Also, a Lot of

Linen and Alpaca

COATS & VESTS

that will be sold cheap, including

SHIRTS,

COLLARS,

NECKTIES,

&c., &c.

JOHN MURRAY.

King St., Iroquois, April 23rd, 1874.

MILLINERY

SPRING STYLES! AT

MISS ANN FLINN'S,

Lock Street, Morrisburg, one door South of the Gormely Block.

We are happy to inform our many customers and patrons that we have received the very latest of New York and Boston Spring Styles in

Hats, Bonnets, Ribbons, Silks, Laces, Veilings, etc.

Also, a choice selection of the

FINEST FRENCH FLOWERS

A Full Line of

Ladies' Linen Collars, Cuffs, Ruffings, &c.

All orders in Trimming neatly and promptly done.

Particular Attention paid to Bleaching Straw Goods.

Morrisburg, April 29th, 1874.

WANTED

the MATILDA MILLS 5000 bushels of oats, for which the highest price will be paid by

R. OXNAM.

Iroquois, May 18th, 1874.



TOM BELL'S COLUMN

Immense Arrivals

NEW SPRING GOODS

Mammoth.

TOM BELL

Would respectfully intimate to his friends, that he is now receiving and opening out the bulk of his Spring Stock, and would feel obliged for a call when coming to town.

BEING DESIROUS OF REDUCING MY

Stock of Crockery

I am prepared to Retail my present stock at

MONTREAL

WHOLESALE PRICES.

A Call will convince you that I am in earnest.

WHITE STONE CHINA

Only \$3 per Set—44 pieces

CHAMBER SETS—9 PIECES,

ONLY \$2.75.

YOU WILL FIND THE LARGEST

ASSORTMENT OF HATS

IN THE COUNTY

At the Mammoth.

Hats that R Hats.

Call and look them through.

THAT FAR-FAMED

Cornwall Cotton

ALWAYS IF STOCK.

Gents' Furnishing Goods

IN GREAT VARIETY.

The Latest Styles

COLLARS & NECKTIES

Received as fast as produced.

A Full Line of Ladies' Misses' and Children's

Prunella and Leather

SHOES

EVERYTHING KEPT AT THE MAMMOTH

And Sold at the very Lowest Prices.

Call and see for yourselves.

TOM BELL,

Proprietor "Mammoth," Bradfield Barry Block. MORRISBURG, March 26th, 1874.

## TIN SHOP - MORRISBURG.

G. A. HOLT,

Manufacturer of, & Dealer

—IN—

Stoves, Stove Furniture, Tin and Glassware, Platedware, Lead, Iron Pipes, Sheet Lead, Tin and Wood Eaves' Spouts, Sap Pans, and Tin Sap Buckets, Cistern, Well and Force Pumps, etc., etc.

Milk Cans for this season now ready.

PROMPT ATTENTION GIVEN TO JOB WORK,

REPAIRING, &c.

A Call is Solicited.

MAIN STREET, MORRISBURG, March 26th, 1874.

1-ly

MORRISBURG

BOOK AND FANCY GOODS STORE.

W. A. PLANTZ,

PROPRIETOR,

Bookseller, Stationer, and Fancy Goods Dealer

LOCK STREET, MORRISBURG—OPPOSITE THE POST OFFICE—

The Stock comprises Books, Stationery, Periodicals, Toys, and Fancy Goods in great variety, Groceries, Fruits, Confectionery, and all the delicacies of the season.

Oysters a specialty. Canned Lobsters, Salmon, Mackerel and Sardines.

Canned Fruits in fine variety. Green Apples by the barrel at all seasons, a fine assortment. Musical Instruments and Instruction Books.

A large Stock of Goods to suit all. School Books, Miscellaneous Books, Bibles, Church Services, Prayers, Hymn Books, Juvenile Books and all other kinds of Books.

A fine Stock of Jewellery of exquisite designs and rare beauty, comprising Ladies' Full Sets, Ear-Drops, Brooches, Rings, Brace-locks, and Chains.

Gents' full sets, Shirt Studs, Collar Buttons and Sleeve Buttons, Chains, &c. Important to all. Come and see for yourselves. W. A. PLANTZ.

DAIN'S STEAM FOUNDRY

MORRISBURG,

Manufactures and Repairs all kinds of Machinery and Agricultural Implements, such as Plows, Plow-points, Cultivators, Dairy Kettles, and Coolers of all sizes.

COOKING, BOX AND COAL STOVES

OF ALL SIZES AND THE LATEST STYLES.

Hollow Ware constantly on hand. Railings for houses, gardens and cemeteries made to order. Railroad Horsepowers made and repaired and all orders promptly attended to. In the

PROVISION STORE

Will be found a good supply of Groceries, Provisions Crockery, &c., at the very lowest prices. Old Iron and Produce taken in exchange at the highest market prices.

OFFICE and STORE—LYLE'S BLOCK, MAIN STREET, MORRISBURG.

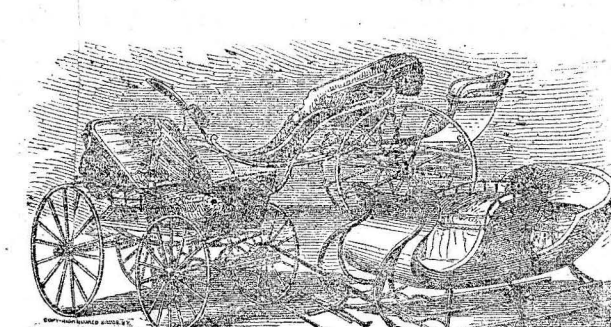
N. B. Stoves Cheaper than the Cheapest.

MORRISBURG March 26th, 1874.

1-ly

Morrisburg Carriage Factory.

WHEEL & HORNS,



Main St. Morrisburg

MANUFACTURERS OF

Coaches Sleighs, Buggies, Cut Waggons, etc.

Having entered into Partnership in the above business we feel that we are now in a position to supply our customers and friends with all their wants in our line. For style, finish and material our work will be second to none in the market. Special attention given to Painting Trimming &c. Orders filled promptly. Main Street, Morrisburg, March 26th, 1874.