





NOTICE.

The figures after each subscriber's name show to what date he has paid for the paper. For instance, J. A. Smith, 8, shows that John Smith has paid for his paper for eight weeks. Any one who desires to determine his indebtedness by comparing the number after his name with the number of the paper as published at the right hand upper corner of the first page.

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 if 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 21st, 1874.

## The Pacific Railway.

As might have been anticipated from the well known practical good sense of the Premier, the scheme submitted to Parliament for building the Pacific Railway is one that commends itself to the public mind generally. Evidently much consideration has been given to the matter, and as the result we see the first glimmer of light, that has yet been cast upon this vast undertaking.

Not the smallest evidence in favor of the sound and practical nature of the plan proposed are the ridiculously weak and contradictory criticisms of the Opposition press upon the matter. With the best dispositions in the world, to pick flaws, they find themselves unable to advance but the most puerile arguments in condemnation of it. With one breath they will tell us that the plan is essentially the same as John A.'s, and with the next breath that it will cost double or treble the amount that his plan would have entailed, and with the next breath that the Government are inept in the matter, and do not intend to carry out the contract with British Columbia at all.

In Parliament the Opposition allowed to resolutions to pass without a single criticism, and with no discussion whatever, and to the following effect:

"While we have considered that our Government were bound not only by a formal agreement but by strong political and national reasons to build this railway, we have hitherto looked upon the project as of such huge proportions as to be involved in almost if not quite insurmountable difficulties, and fraught with the most serious financial embarrassment to our young Dominion. These difficulties, however, have been looked in the face by the Government and provided for, but there is no disposition with them to 'go blind,' as no step will be taken until a thorough survey is made."

We fail to see how any unprejudiced person, after carefully reading the scheme of Mr. Mackenzie and the able speech made by him in laying that scheme before the House, can come to any other conclusion than that he of all others is the proper man to carry this important and national work to a successful issue, and in a manner best suited to the circumstances and wants of the country.

Our readers have already been made acquainted with the provisions of the Bill, and it will be noticed that it differs in several most important points from the old Pacific Railway Charter, and gives another illustration of the "carry out in office" of the principles advocated by the Reform party while in Opposition. These points are—that Parliament shall have control over the contracts—that the lands along the railway shall not be locked up from settlement, is the plan of the late Government would practically have effected, and that the work, while pushed on with all reasonable haste, shall not be hastened so rapidly as to jeopardize the finances of the country. It will be remembered in this connection, that Mr. Sandford Fleming estimates the cost of construction at \$100,000,000 if time be taken, but double that sum if pushed too hastily. Again the work may be given out in sections to different companies or undertaken by the Government itself.

Mr. Mackenzie seems to have grappled with the herculean task with the determination of carrying it through, and although he gives us plainly, to understand that it is absurd and impossible to attempt to carry out the original agreement in its entirety, yet he hopes by the stipulated time by means of water and rail, to have uninterrupted communication during the summer season between British Columbia and the old Province of Canada, and promises to push the completion of the roads as fast as the resources of the country and the difficulties to be overcome will allow.

DUNELM, May 18.—The office of the *Monck Reform Press* was broken into last night, and a large quantity of type in the cases, and one side of the paper set up, was taken and probably thrown in the canal as the empty cases were found in the water. No trace of the burglars or the type has been found.

A dreadful disaster is reported from Hampshire County, Mass. The reservoir of Goshen, covering an area of a hundred acres, gave way on Saturday morning, its immense volume of water deluging and almost entirely sweeping away the thriving villages of Williamsburg, Heydensville, Leeds, and Florence, in all of which there were very extensive factories. A hundred and fifty persons at least, but probably two hundred are believed to have been drowned, and the destruction of property is roughly estimated at between one and two millions of dollars.

Brookville had a thunderstorm on

## Morrisburg Post Office.

We have abstained hitherto, from consideration to Mr. Holden's feelings, from making any comments on the recent change in the Post Office, but it seems our reticence has not been appreciated, and his friends, with a singular want of discretion, have publicly characterized the charges as "frivolous," and vented their petty spleen against the Government by charging them with wantonly making a change. It would have been better for the late Post Master, had his friends respected our silence on the subject and let the matter alone, for now we shall "accede to the request made some time since and publish the evidence adduced at the trial, and allow the public to judge whether the charges were "frivolous," and how far they were substantiated. It needs not that we should reiterate what is generally conceded, that the appointments made by the present Government have been characterized by their peculiar suitability. The present is not an exception, and the people of Morrisburg are not only rejoiced at a change in the management of the Post Office, but quite satisfied with the new appointment. It is easily understood that the late Government, tottering to its fall, had not the strength, if the disposition, to correct the abuses of their subordinates, and consequently these increased and multiplied, so that the incoming Administration had a large number of cases to investigate and rectify. It is not at all more than was to be expected, that the "injured innocents" dealt with for "irregularities" would raise a cry of disappointment and accuse the Government of making situations for their followers. They have been used to such things so long, that they can not fancy any Government can attain to greater virtue than John A.'s.

As regards the particular case referred to, the management, or mismanagement, had become so notorious, and the inability, insolence and recklessness of the Post Master so excessive, that a general feeling of insecurity prevailed and many were in the habit of sending their letters to neighboring Post Offices to be mailed. We need not particularize, as the evidence will fully convince any reasonable person, that notwithstanding the many years that the late incumbent had occupied the position, the convenience and safety of the public demand his dismissal.

## Dr. Sangster.

There is just now considerable discussion on the nomination of Dr. Sangster to represent the Public School Teachers in the Council of Public Instruction. He appears to have many friends and bitter enemies. There is no question as to his fitness for the position, in a literary and educational point of view. The Normal School at Toronto, while he was connected with it, reached greater thoroughness and popularity than it has since attained. His text books, though now described by many, and discarded to some extent, have not been succeeded by others equal to them. To-day, it is impossible from the authorized Text-book on Arithmetic to get a knowledge of the science sufficient to floor the first-class Arithmetic papers, and he who would teach this knowledge must have recourse to Sangster's, or some other work. His long connection with the Normal School would seem to give him peculiar fitness for the proposed position. What then is the hindrance? Simply that it is thought that he who holds this prominent position should "like Caesar's wife" be above suspicion, in a moral point of view. It is asserted that Dr. Sangster resigned his position in Toronto, to vent on to the States, procured a divorce from his wife, he says for just cause, married another and came back again. Putting the most favorable construction possible on this matter, his moral standing is ambiguous enough, to prevent his being elected by the teachers and it would be only prudent on his part to withdraw from the candidacy. It seems a pity, too, that with his fine abilities as an Educationist, he should be precluded by flaws in his moral escutcheon, from the opportunity of exercising them in any honorable position. But who is to be blamed for it? Not the teachers, certainly.

## The Senate.

There is an old saying, that "whom the Gods wish to destroy they first make mad" and it finds a good illustration in the course the Senate is initiating. On Friday night the *August and Vancouver* bills were introduced, and passed unanimously by the House separating Tuckersmith from the centre and annexing it to the South Riding of Huron—merely rectifying the iniquitous distortion perpetrated in this County by the late Government. Had this been a matter affecting the Senate in any way, we should have thought little of it, but so far from that being the case, it is a matter affecting the representation of the other House. We must say we are glad to hear of this infatuation, and only hope the Senate will continue the same thing a while longer. We have always considered this Upper House a useless expense, and now it is proving worse. It is now exhibiting the beautiful way in which matters work with majorities, of opposite political sentiments in the two branches of the Legislature. There is only one thing more they can do, to reach the climax, and that is treat the Pacific Railway Bill in the same manner. This has been threatened, as stated in our Ottawa letter, and if attempted, would prove to be the means of abolishing a useless appendage to the governmental machinery.

## THE PACIFIC RAILWAY.

Continued from first page.

Well, Sir, we now desire the gentleman who undertook that responsibility to show us how it is possible to construct a railway 2,500 miles long, with a population of four millions, passing during its almost entire length through an uninhabited country of a very rough character. How it is possible to have the exact terms of the Union observed, and at the same time have not extra taxation pressing unduly upon the resources of the Dominion, is a question which presents itself for solution. I believe it is utterly impossible to do so. (Hear, hear.) We know, Sir, that the obligations imposed by the building of the road will not terminate with the conclusion of its construction. Supposing it only takes the minimum amount estimated by Mr. Sanford Fleming, \$100,000,000, you have a pretty good appreciation of what it must cost the country in the end. When you double the debt of the country you will not be able to accomplish the borrowing of the sum of money that would be required to build this road, paying the attendant expenses of management, and the debt and everything else connected with it—you will not be able, I say, to borrow the requisite sum of money below six per cent. on the amount. If you add six per cent. upon the minimum amount of the existing obligations of this country, you will have, in addition to our present annual burdens, six millions of dollars, which added together would make a continuous application of twelve millions of dollars before you have a cent to apply to the ordinary business of the country. Then we come to the consideration of what would be the position of the road after it was completed, supposing we were able to fulfill the obligation which gentlemen opposite undertook; and supposing we finished it in seven years, we have Mr. Fleming's authority—assuming him as an authority, and I think he is very much within the bounds, that until at least three millions of people are drawn into that minable territory, it is quite impossible to expect the road to pay its running expenses. Mr. Fleming estimates these at not less than eight million dollars per annum, and they have to be still further supplemented by the portion of money required each year to renew the road. It is known, however, I believe, to railway authorities, that considering the difficulties of climate and with the ordinary traffic, the road will require renewal, that is the removal of sleepers and rails, every eight or ten years on an average. No doubt with steel rails substituted for iron, the time for renewal would be considerably enlarged, but to what extent I am at present unable to say. However, we may assume that it would be very much longer than the duration of the ordinary rails. Supposing, then, that the road were completed, we would have, in addition to the burdens imposed upon us by the interest of the money, to provide for the working of the railway a sum at least equal to that amount, or six millions every year, in order to keep it in repair. I present these statements not as my own, but as those of the engineers in connection with the enterprise, as well as some of the most eminent engineers we have, who have been entrusted with the greatest works constructed on the continent. Before proceeding further, let me refer to an additional obligation assumed by the right honorable gentleman opposite. We are bound by the terms of the Union to reach the sea-board of the Pacific wherever we could touch its waters. There our obligations end; but the late Government undertook that the terminus should be placed at the farther extremity of the Island of Vancouver, thus adding about 240 miles to the obligations already existing. But that is nothing. We happen to know something more, and I think it was known at the time that an order in Council, was passed, which I shall not accept as an obligation, entirely binding upon the country, but one which we have to regard from the point of view I shall present to the House. At present we know from the surveys of the country by engineers who have undertaken the work, that after reaching Bute Inlet you have still to traverse, if you carry the railway to Vancouver, a distance of 50 miles before you reach the narrows between the island and the mainland; and from the point where you leave the mainland until you reach Vancouver there are another 30 miles to be traversed. Upon these 80 miles we have no less than 3,880 feet of bridging, in a distance almost exactly equal to a mile and a half, a work of a much more formidable character than the bridge over the St. Lawrence at Montreal, composed of spans varying from 300 to 1,350. The current at this point, is reported by the engineers as running from four to nine knots an hour. Besides in this distance of 80 miles from Bute Inlet to the point where you leave the mainland, there is a very large number of tunnels to be constructed, varying from 100 to 3,000 feet in length, and at the islands before you reach Vancouver you have the heaviest kind of work known to railway engineers. Upon these eighty miles, between Waddington Harbour and Vancouver Island, there is work of the most formidable character. Under these circumstances, the present Government assumed office. With all these facts staring us in the face, we could not but be aware, and we were quite aware, that the difficulties to be surmounted were of an extraordinary character. We were quite aware that British Columbia claimed that the terms of the Union were already violated. The right hon. gentleman gave it as his opinion—and I have a very great re-

gard for his opinion upon legal questions generally—that the work of construction was commenced when the surveyors commenced. Whether he was correct or not I do not think it necessary to say at the present moment. It will be remembered that a surveyor was sent by the Government of the right hon. gentleman to Esquimalt at a critical moment to drive in some stakes, in order to make it appear as if this were a commencement of the work. We thought, in the first place, after having had time to consider what should be done, that the best course to pursue in the meantime would be to confer with the Local Government of British Columbia, and endeavor to ascertain from them if any means could be arranged whereby an extension of time could be procured for the prosecution of the works which we were bound to take. With that view a gentleman was sent as a representative of this Government to that Province, and in the course of his negotiations with the Local Government it became apparent, as it has been apparent in this House from several members from the Island of Vancouver, that it was an exceedingly important matter in their estimation that the road should be commenced at once at Esquimalt, and traverse the Island to that point where the crossing of the narrows was ultimately to be. For one was quite willing, if the Local Government were disposed to make some terms for the extension of time, to undertake the construction of the Island portion as rapidly as possible; but if it became apparent that the local authorities were determined to adhere rigidly to the terms of the Union, and demand the whole terms and nothing less, this House and the Dominion of Canada, I was and am strongly of opinion would on their part concede to them the terms and nothing more. (Hear, hear.) Proceeding upon the belief that this was a fair representation of the opinions of the country, which had to pay for the construction of this enormous work, we instructed Mr. Edgar, who was appointed to represent the Government in the matter, to say that the Government would be prepared to undertake immediately the commencement of the work upon the Island, traversing in northwards in the direction of the point of crossing, prosecute the surveys on the mainland, construct a passable road along the ridge, erect a telegraph line along the road, and as soon as the work could be placed under contract we would expend a million and a half a year within the Province. I do not know whether the offer will be accepted or not, and in the meantime it is absolutely necessary that Government should have authority to proceed with the commencement of the works in such a way as they may think will meet with the acceptance of the country generally, and the reasonable people in British Columbia. There was a very considerable amount of criticism indulged in by the right hon. gentlemen opposite when I avowed my own views on this question in my election address to the people of Lambton in November—when I avowed my impression to be that we could in the meantime utilize the inland waters, connecting them by branches of railway, building such sections as were absolutely necessary as quickly as possible, and in this way completing, probably within the time fixed for the final completion of the road, but certainly very soon means of trans-continental communication between British Columbia and the eastern portion of the Dominion. And, Sir, I think I recollect the right hon. gentleman stating that if my views were carried out, or attempted to be carried out, British Columbia would be justified in seceding from the Union. He was holding out to them all the encouragement that his distinguished position in the country enabled him to do, to make matters as unpleasant as possible, and to secede from the Union if they liked. (Hear, hear.) I have a better opinion of the people of British Columbia, Sir, than to believe that they will for a moment think of adopting the extreme view of an extreme and desperate party leader. (Hear, hear.) We are bound Mr. Speaker, to consider, in reference to this measure, the general interests of the country as well as our obligations, and it may well be that a nation may sometimes undertake obligations which she is never able to carry into effect. Whether the right hon. gentleman has committed that act of folly or not, I will tell, I have no doubt myself at all that that folly has been committed. That policy, Sir, which I indicated, of using the water communication between Lake Nipissing, where the road was to commence, and the Pacific, was one adopted in good faith—one which I believe would be beneficial to the whole Dominion; one that in the meantime would serve the interests of British Columbia reasonably well, until time would enable us, by increased wealth and developed resources, to carry to completion the enormous project upon which we had entered. I pointed out in a former speech on this subject that if we could reach Red River at a comparatively small expense—probably not more than one million dollars—we would be able to utilize the water communication by Lakes Winnipegosis and Manitoba and the Saskatchewan River, or by another route pass along the west shore of Lake Winnipeg, and by a short railroad pass the only formidable rapids on the Saskatchewan, and then, during the summer months, we would be able to reach the pass of the Rocky Mountains by steamboat communication at a small cost. The more I have investigated this plan, the more I am convinced of its perfect utility; and even if we were to proceed immediately with the construction of the road through the prairie country, the navigation of the

Saskatchewan River is almost essential to carrying out our operations. Unfortunately the part of the country which will cost most and will be most difficult of access is that from the Rocky Mountains westward. This portion of the road, although not approaching in mileage to the portion eastward, is much more expensive. From about a hundred miles west of Fort Edmonton to Bute Inlet, the entire cost is estimated at not less than thirty-five millions of dollars, and as we can only begin there at the Pacific, an idea can easily be conceived how slow the progress must be. Mr. Fleming has called our attention to the fact that, although he thinks the road might be built for a hundred million dollars, if plenty of time were allowed to build it in, yet if undue haste were used he would not be surprised if double the estimate should be found insufficient. Having these facts before us it becomes absolutely necessary, in my opinion, to adopt the mode suggested in that speech of mine to which so much exception was taken, that is to utilize the water communication in the centre of the continent as far as possible. Since the last communication made to the House, or rather to the country, the survey has partially been completed from Lake Nipissing westward—not an instrumental survey, but such a survey as to enable the engineer to say there are no engineering difficulties between Lakes Nipissing and Nepigon, a distance of 557 miles.

To be continued.

## CORRESPONDENCE.

To the Editor of the Herald.

DEAR SIR:—Last Sunday being the Anniversary of the Union S.S. of this place, it was looked forward to with much interest by the whole school, and particularly by those of it who spent so much time during the year in committing to memory verses for recitation. Instead of having it in the afternoon as has always been the custom, it was held in the morning after S.S., and consequently the exercises of the Sunday School were somewhat shortened. The President, Wm. Elliott, Esq., was in the chair and first called for the Secretary's report, which was read and adopted. The attendance and recitations were also read. The attendance for the past year has been good, averaging about nine more than for the year before, and the recitations were also much in advance of the previous year, being in all 11,837 verses, of which the boys recited 3456, and the girls 8381. There were two scholars who had about 1000 verses each, and as this is something that is seldom surpassed I will mention their names, hoping that next year their may be many more. Ella Dillabough had 1015 and Emma Shaver had 1000. The officers were then elected for the present year as follows:—Wm. Elliott, Esq., President; J. N. Tuttle, Vice President; T. A. Thompson, Secretary; Treasurer; J. A. Carman, Superintendent; Philip Carman, Ass't-Supt; A. B. Carman, Secretary; Alonzo Shaver, Ass't-Sec.; Wm. Coons, Chorist; Edwin Coons, Librarian; Wm. Marsh, Ass't-Lib.; Misses Elliott and Dillabough were reappointed as Collectors. The meeting was then closed. Rev. Mr. Mavity having been requested to preach a sermon in the evening, suitable to the occasion, consented to do so. His text was "What have I done?" It was not only addressed to the small scholars, but to the Teachers and officers, the Bible Classes and all those interested in the Sunday School work. After a short discourse in which he urged all to work so as to be able to give a large answer to the words of the text at the end of the present year, he called on the President and also on the Superintendent who addressed the meeting in a few and well selected remarks. Having now entered on another year's work, it is to be hoped that the increase and prosperity of the school will be still greater than that of the last year, and if everyone connected with the school does his duty during the next 12 months I am quite confident that a report far superior to the one for last year will be the result.

Yours truly,  
ONE INTERESTED BUT S. S. WORK.  
Troquois, May 16th, 1874.

## Winchester.

TASTE.—The people of the west end of the Township of Winchester have on the "Maple Ridge" probably one of the finest sites in the County for a graveyard.

The ground contains five acres and is beautifully and conveniently situated, at an angle of the road admitting of an entrance from both the West and South.

The Trustees have taken a step in the right direction in erecting a neat paling fence around the sides fronting the road, and through the active exertions of Mr. Fulton and those living in the vicinity of the grounds, have this Spring planted out about two hundred trees of various kinds. This is the right kind of a monument to put up, for a few trees will add more to the beauty of such a place, than the most costly mausoleum without the backgrounds of rich green foliage, and instead of decaying by age, will become more beautiful as time passes. The Trustees propose soliciting further subscriptions to apply in the same direction.

A new registry office for the county will shortly be erected at Chatham.

The new cheese factory at Thameville is almost ready for business. It will contain ten presses.

The new school house, at Ingersoll will cost \$5,290. The Messrs. Christopher obtained the contract.

## Reciprocity.

When Tory rogues, like snaking dogs, begin to snarl and bark about 'Tis certain sign, that Truth's sublime hath forfeited some slavery out. Then like the cat, they slink and slur, and at a distance, how-wow-wow. And dodge, and shrivel, and hop, and blink most ludicrously low, I trow.

They scoff and jeer, and smirk, and sneer at what they term verbosity, Nor e'er delay in any way, to show their animosity.

Against the man, whose strong right hand, did hurl them from their high estate, And to the 'maze of public gaze, laid bare their Idol Reprobate.

Well may ye sneer, and senseless jeer, at honest reciprocity, For well ye know, that long ago, your Idol's generosity, In sorry plight sold our birthright, for just a mess of pottage; 'Twould ne'er be done by anyone, unless when in their dotage, Or else by knave unfit to save his own or country's honour— But for a 'Sir,' would ne'er demur, to cast foul stain upon her.

Yet Tory hounds, welcome the wounds that clove them to the quick, And glory in their deeds of sin, and call them Statesmanship. Then scoff, and prate, with bitter hate, at men who ne'er their country sold; Who will disdain, for doubtful gain, to sell their rights for gold.

Long may ye live, until we see, such Statesmanship again displayed, Or impure rule, of Tory school, or bartered rights, or trust betrayed.  
May 18th, 1874.

## LETTER FROM THE CAPITAL.

(From our Special Correspondent.)

OTTAWA, May 18.

Mr. Blake has possession of the House, for since he undertook to write about some of those little Pucks of pages they have ceased holding forth. Mr. Blake is not fond of running about, in the fashionable sense of the term he is not a lady's man. You will rarely catch him at a ball, a dance, or a negro minstrel performance. Horrible fact in relation to a prominent public man, but fact it is nevertheless. He is sitting in his place with his hat slouched, supremely indifferent as to what is going on outside or even inside. I don't think his contempt for nonsense is affected. I believe it to be genuine, and in every respect worthy of imitation by others. It is whispered about that important changes are about to be made in the Cabinet. Mr. D'orion is said to retire into a judicial office in his own Province. Mr. Blake is to succeed him as Premier and Minister of Justice. Mr. Mackenzie intends to resign the distinction of First Minister with the view of giving more attention to the affairs of his Department. Mr. Ross is to subside into some appointment in the North-west and Mr. Coffin is to accept an office of emolument under the Crown. All of the rumors are credited here. To what extent they are probable I am not prepared to say. That the duties of Premier alone are sufficiently onerous all must admit. Mr. Mackenzie, since he accepted office, has discharged both and the work has begun to tell upon his health. The creation of a new portfolio is not improbable. Such a one for instance as Minister of Railways. Why we should not have a Minister of Militia as well as a Minister of Militia has always been a mystery to many others than myself. If there is any objection to the creation of an additional portfolio why not abolish the fiction of the Presidency of the Council, the very light duties of which might be performed by the First Minister. There seems to be an impression that the changes contemplated are of a necessary character.

The work done last week was chiefly the slaughtering of Private and Local Bills. Contrary to expectation the Pacific Railway Resolution submitted by Mr. Mackenzie on Tuesday did not produce a debate. The Opposition have reserved their fire until the second reading of the Bill, which is fixed for next Tuesday. The proposal which Mr. Mackenzie has made to the Local Government of Columbia is going to give trouble. Indeed the wisdom of making the proposal without first submitting it to Parliament has been questioned. It does seem strange that Mr. Mackenzie should make a proposal suitable only to the Islanders, and one which if considered in its true light, must be considered as likely to add 15 or 20 millions to the cost of the work. The Columbians are divided into two parties,—those who want the road built on the Island with Esquimalt as a terminus, and those who want it to terminate at Bute Inlet or some point on the mainland. The literal interpretation of the terms of the Union is that the line is to extend to some point on the Pacific Coast not necessarily on the Island of Vancouver. The Dominion Government have allowed them to be influenced by the threats of the Islanders, who want the road to be built by Bute Inlet to Esquimalt. They have clamored violently against any violation or relaxation of the terms, but it seems that they are quite willing to grant any extension of time, no matter how long, if the Government will only agree to build the road on the Island, and make Esquimalt the terminus. On the other hand the mainlanders say it is ruinously folly to take the road by Bute Inlet to Esquimalt. The best thing to do is make a thorough survey of the entire mainland before determining the route. It is said that the Local Government have declined to accept the proposal made to them through Mr. Edgar. If this be the case, the position is exactly the same as it was prior to the making of that proposal, and any new terms should first be submitted to Parliament.

THE SENATE.

Mr. Editor:—I am aware that a certain person not king a great deal of business of his on to attend to, has been traversing the country and forming insinuations among Conservatives, the object of which is to pledge themselves to abstain in any way from giving any support to the *Herald*, and to sustain their own paper by every effort at their power.

Yours &c.,  
BOUCK'S HILL, Mal6th, 1874.

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Yours &c.,  
BOUCK'S HILL, Mal6th, 1874.

THE breaking oboom at Belleville on Thursday night loose about 400 logs, very few of which can be gathered up.

Fishing parties are rage about Brockville.

## LOCAL ITEMS.

Cornwall is going to celebrate the Queen's Birthday.

18,042 dozens of eggs were shipped from Morrisburg last week by Messrs. Dennesha, Dewey and Rutherford.

The Morrisburg Post Office was removed Tuesday morning to Gormely's Block, corner of Main and Lock Street.

There are one hundred and fifty nine appeals to the Court of Revision against the Tory Assessors of Elizabethtown.

Mr. Morris, of the firm of Morris and McGee, caught a maskinogone, on Tuesday last, weighing twenty-four pounds. We should have no objection to participating in such sport as that.

## Earlier Closing.

MR. EDITOR:—I have read with much interest the various articles in your paper on existing grievances, yet I have looked in vain for a blow at the baneful practice of late hours. It has been proved beyond doubt that remaining open until 9, and sometimes 10, p.m., does not swell the cash receipts, but, on the other hand it increases the expenses considerably, in the matter of fire, light, and general depreciation. So say the Merchants of Cornwall, Brockville, and other aspiring towns who close promptly at 7 p.m. each working day, with the exception of Saturday, on which latter day 9 p.m. is the closing hour. If these places do so, why not we who claim to keep pace with the times? I acknowledge that the movement failed when tried once before, but surely we must not be deterred by one failure.

The plan to be adopted is, I submit, very simple. Let those parties who are willing to close, sign a sharp to that effect, and at 7 p.m., sharp close their doors, finishing serving any customers who may be in, but not allowing any fresh ones to enter. This arrangement will soon be understood by the public generally, who I feel confident will lend the movement their cordial support and do their buying at a reasonable hour. If such important institutions as the Telegraphs and Post Office can close promptly, why not a store? I contend that the antiquated practice of turning an establishment into a gossiping emporium and smoking saloon is unjust, alike to the merchant and his assistants who need a little recreation after the anxieties of the day. Can the employer expect to find his clerks bright and intelligent when he allows them no chance of recreation or self-improvement? Stone-breakers, leave off at a regular hour. Hands require rest—so do brains. No loss except to coal-oil-jobber can possibly accrue from the movement, which I trust for the credit of our village will be started at once.

Yours &c.,  
A.M. TO 7 P.M.

## To the Editor of the Herald.

DEAR SIR:—Permit me through the columns of your valuable paper to express a few thoughts with regard to the Teacher's candidate for the Council of Public Instruction. In the first place, we, as public school Teachers, are required to give proof of having a good moral character. In the second place, we have to guard against immoral habits or our certificates may be cancelled. And we have, in a measure, the moulding of the characters of the rising generation. Therefore it is our duty to be consistent. I know not but Dr. Sangster may be the better qualified of the two, fill the office as regards the system of Education, but that is not all we want. Would it be consistency in us to min our pupils to be obedient to the law of God and man, and then place men in a position far above us who have broken the laws of the land and of God, No, there is no consistency in that. I hope the Teachers in this Province will show more respect to the laws of God than to support a man who has broken one of the Commandments were obliged to teach. If men fit till the seat, Dr. Sangster is aspiring, were scarce, then we might have excuse for supporting him. But it is, we should scorn the idea of countenancing anything that has the appearance of immorality. Let each think seriously over the matter, and I know we will act wisely, because by placing him in the position he is seeking we are commending his as. Again, if in anything men should have clean hands and an unspotted character, it is in instructing the rising generation, because they are apt to learn more from actions than words. Therefore in casting our vote let us remember our duty to ourselves, our pupils, the cause of education, and the Council of Public Instruction. Let us show whether we place any value on morality. Without encroaching upon your space,

Yours &c.,  
BOUCK'S HILL, Mal6th, 1874.

Mr. Editor:—I am aware that a certain person not king a great deal of business of his on to attend to, has been traversing the country and forming insinuations among Conservatives, the object of which is to pledge themselves to abstain in any way from giving any support to the *Herald*, and to sustain their own paper by every effort at their power.

Yours &c.,  
BOUCK'S HILL, Mal6th, 1874.

THE new Fire Engine ordered by the Morrisburg Council arrived last Friday and a trial was made the same evening. It was first planted near the mill race at the end of Lock Street, and a line of hose laid reaching up to Main St., a distance of 500 feet, and with a rise of 15 feet. The breaks were then mended and a stream of water thrown over Bradford's block, reaching a height of twenty-five or thirty feet above the roof. The engine was then moved and a short piece of hose tried. It was found that a stream of water could then be thrown with great force—sufficient in fact to take the shingles off a roof. As was to be expected the exhibition collected a large crowd to witness the trial. Great satisfaction was expressed at the good results of the first trial. The engine is really a handsome piece of mechanism, even when tested on the old principle of "handsome is that handsome does." It is called A No. 1, and was manufactured at Waterford, New York, and when fitted up complete will cost not less than \$2300. The investment is a sensible one, and one fire extinguished may perhaps prevent a loss as great as the cost of the engine.

## Fire Engine.

WILTSER LAKE.—We understand that Dr. Giles, M. P., who has the contract for draining Wiltsier Lake, will commence operations as soon as the water permits blasting in the outlet.—*Brockville Recorder.*

Quebec had snow on Friday.

McLean, the escaped post-office clerk is in St. Louis.







**The Editor.**  
BY WILL H. GARD.  
The editor sat in his cushioned chair, with protruding eyes and dishevelled hair; and he gazed at the mass that his table spread. Enough to puzzle an iron master's head. There were "poems," and "puffs," and "tales," and all, but the number of "registered letters" small. The first was an article, finished and neat, with periods, and dashes, and commas complete. There were twenty-one verses of elegant rhyme. From the very ridiculous to the sublime (?) All about a knight errant, a fanciful fellow, to love with a girl with a green silk umbrella! He took up another, three columns or more, of a fanciful trip to the far Arctic shore; A delightful retreat in warm summer weather, When taxes and dog-days are horrors together. It wound up by saying, with no room to doubt it, That all had been said that could be about it. He next was a "club" to a sociable "speer." And a change of the programme—free tickets for three; Below it, two lines, which, when meant, enough; "Be sure in your issue to give us a 'puff'." Two lines under "puff," and three under "sure." Was a hint the poor fellow could hardly endure. There was one from Miss Simpkins, who asked "what the mean?" By never inserting those verses she sent? Another from Squiggins, in a terrible rage, For robbing his "leader" of the very best page. He declared that the "proof" had never been read— Such horrible blunders and his name at the head. The poor fellow said, on till he came to the end Of the senseless stuff that contributors send. He found an abundance of meaningless trash; But, alas! not the faintest resemblance to cash. Just pick out the most useful scraps, and send them to the editor's care; Don't send contributions for editor's fire.

**Madeto "See It."**  
"I can't see it," said Buffer. "Nobody reads these little advertisements. It's preposterous to think it." "But," said the editor, "you read what interests you?" "And if there's anything that you particularly want you look for it?" "Certainly." "Well, among the thousands that make up this busy world of ours every thing that is printed is read. Sneer as you please, I assure you that printer's ink is the true open sesame to all business success." And still Buffer couldn't see it. He didn't believe that one half of those little crowded advertisements were ever read. "Suppose you try the experiment," said the editor. "Just slip an advertisement of the want of one of the most common things in the world. For the sake of the test I will give two insertions free. Two will be enough; and you may have it jammed into any out-of-the-way nook of my paper you shall select. Two insertions of only two lines. Will you try it?" Buffer said of course he would try it. And he selected the place where he would have it published—crowded in under the head of "Wants." And he waited and saw a proof of his advertisement which read as follows:  
**WANTED.**—A good House Dog. Apply to J. Buffer, 575 Tower street, between the hours of 6 and 9 P. M.  
Buffer went away, smiling and nodding. On the following morning he opened his paper, and after a deal of hunting he found his advertisement. At first it did not seem conspicuous. Certainly so insignificant a paragraph, buried in the wilderness of paragraphs could not attract notice. After a while it began to look more noticeable to him. The more he looked at it the plainer it grew. Finally it glared at him from the closely printed page. But it was because he was a person partially interested. Of course it would appear conspicuous to him. But it could not be so to others.  
That evening Mr. Buffer was just sitting down to tea (Buffer was a plain, old-fashioned man, and took tea at six) when the door bell was rung. The servant announced that a man was at the door with a dog to sell.  
"Tell him I don't want one."  
Six times Buffer was interrupted while taking tea by men with dogs to sell. Buffer was a man who would not lie. He had put his foot in it, and he meant to take it out manfully. The twenty-third applicant was a small boy, with a girl in company, who had a ragged dirty poodle for sale. Buffer bought the poodle of the boy, and immediately presented it to the girl, and then sent them off.  
To the next applicant he was able truthfully to answer: "Don't want any more. I have bought one."  
The stream of callers continued until nearly ten o'clock, at which hour Buffer locked up and turned off the gas.  
On the following evening, as Buffer approached the house he found a crowd assembled. He counted thirty-nine men and boys, each one of whom had a dog in tow. There were dogs of every grade, size and color, and dogs of every quality of whine, yelp, bark, growl and howl. Buffer addressed the motley multitude, and informed them that he had purchased a dog.  
"Their what? My advertisement for?"  
And Buffer got his hat knocked over his eyes before he reached the sanctuary of his home.  
Never mind the trials and troubles of that night. Buffer had no idea that there were so many dogs in existence. With the aid of three policemen he got through alive. On the next morning he visited his friend the editor, and acknowledged the corn. The advertisement of "Wanted" was taken out, and in the most conspicuous place, and in glaring type, he advertised that he didn't want any more dogs. And for this advertisement he paid. Then he went home and posted upon his door—"Gone into the Country."—Then he hired a special policeman to guard his property; and then he locked up and went away with his family.  
From that day Josephus Buffer was never heard to express his doubts concerning the efficacy of printer's ink; and he has asked, "Who reads ad-

**HOUSE OF COMMONS.**  
**OTTAWA, May 11.**  
Mr. Blain moved that inasmuch as the existing means of transportation to the seaboard for the enormous surplus products of the vast regions having their drainage into the great Lakes, and the carriage to those regions of the required manufactures of the east are entirely inadequate to the demands of the trade, and therefore increased facilities for these purposes are indispensable; and it appearing that the Government of the United States, in order to meet these requirements, have appointed a Committee to consider the whole question of cheap and speedy transportation, and the Committee are now pursuing their labors; and inasmuch as by the terms on which the British North American Provinces were agreed to be confederated, the Dominion Government is pledged and in duty bound to improve the navigation of the St. Lawrence River and enlarge the canals thereon so as to admit vessels of greater capacity to pass between Lake Ontario and tide waters; and it appearing that the construction of the projected Huron and Ontario ship canal between Lake Ontario and the Georgian Bay would greatly shorten the distance by water from west to east, and otherwise afford a better and safer channel of communication, a Committee of seven members of this House, with power to call for persons and papers, be appointed to consider the matters above referred to, and to report on the feasibility of the scheme for the construction of the projected Huron and Ontario ship canal, and also on some uniform system whereby vessels of greater dimensions than those in present use, and of sufficient carrying capacity for the present and probable increased trade, might pass from tide water to the head of the great Lakes, and that it be resolved that it is expedient and would tend to promote the interest of the Dominion, that Commissioners should be appointed to confer with the United States Transportation Committee, and discuss with it the feasibility of the scheme for the construction of the projected Huron and Ontario ship canal, and the proposed improved uniform water communication between the upper Lakes and tide water required to meet the present and prospective trade, and to report the results to this House, and any proposed aid that may be offered by the United States, or any State thereof, in furtherance of the proposed works, or any of them. In doing so he said this was a renewal of the motion he made last year. The motion had a bearing not only upon the Huron and Ontario ship canal, but on the whole inland water communication of the country. This motion brought up the whole question of internal water communication on the continent of America. We had a great grain producing belt on this Continent, equal to half of the grain producing belt of the Eastern Continent. The latter supported 950,000,000 people, while the grain producing belt of this Continent supported only 45,000,000, though capable of supporting 400,000,000 people. It would not be difficult to show that this matter affected the whole trade of this continent, and that as we were in the same position with the Empire of Russia for the supply of the English market, every facility should be afforded for the export trade. On the continent of America there were four great slopes. The western slope for the time being might be left out of the question, as was the northern slope, both of which were at present practically inaccessible. The Mississippi slope was that which came into direct competition with the St. Lawrence slope for the trade of the Liverpool market, but the difficulties in the navigation of the Mississippi River, and the distance of the slope from the market, put it practically out of the field also. By the St. Lawrence route we were able, he said, to send the grain of the St. Lawrence slope to the Liverpool market by water much more cheaply and by much shorter distances than by rail. In discussing the various routes which might be chosen for this purpose, he contended that we could by the available water lines tap the Northern Mississippi and the country as far west as the Rocky Mountains. The tendency of the trade was to come by the more northerly routes. The distance from Liverpool to Chicago by New York and the Erie Canal was 4,980 miles; the distance from Liverpool to Chicago, 3,209; by the Welland Canal, 4,390 miles; and by the Huron and Ontario ship canal, the distance would be reduced by 972 miles over the lowest of these. As to the practical consequences of the building of this canal, he quoted the freight charges per ton by the various routes. He calculated that the rate per ton by New York and the present route from Chicago to Liverpool would be \$16.60 per ton, while calculating on the same basis it would cost only \$12.65, a reduction of nearly \$3 per ton, by the proposed route. The surplus tonnage of the grain exported from the west by the Erie route last year was twelve million tons, which would make a saving by adopting the Huron and Ontario ship canal of \$55,000,000 in one year. (Hear, hear.) But he was prepared to assert that the saving would actually amount to \$100,000,000 in one year, on account of the deeper canal bed, better route, and consequent increased capacity of the ships doing the carrying trade, as well as from the fact that the trips could be made in much less time. The time occupied between Liverpool and Chicago by New York and the Erie Canal, giving time for transshipment at two places, was over 26 days, whereas by the Ontario and Huron ship canal the time would be reduced to about 15 1/2 days. There was thus a gain both in time and

money which would be very greatly in favor of the canal he advocated, as compared to the Erie canal. The Welland canal, he contended, was not sufficient to relieve the western traffic. As compared to the circuitous route by the Welland Canal and the St. Clair River, there was by the Huron and Ontario ship canal a saving of forty hours in time, and a complete evasion of the dangers attaching to the navigation of the St. Clair Flats. Engineers of the highest standing in England had pronounced the work perfectly feasible from an engineering point of view. It was only about one hundred miles in length, and the only question was whether it would pay or not. At the most it would not cost beyond forty million dollars to construct this work, which he thought was not a very large price to pay for the grain trade of the great West.  
Mr. Cook said the remarks of the member for West York must have convinced the House of the feasibility of building this canal. Lake Simcoe would supply enough water for this canal. It was unfounded to state that the deep cutting in the township of King would be through quicksand. This canal would be for the general benefit of the Dominion of Canada. He knew the necessity there was for a water outlet for the lumber trade of the West, and contended that it would be of great benefit to the whole of Canada.  
Mr. Norris thought that after the canals which the Government now intended to build were completed they would require some breathing space before they undertook any other such works. The route of the proposed canal was so disadvantageous that at least two weeks would be lost in the fall and two weeks in the spring more than was lost on the Welland Canal. He believed the canal, instead of costing \$40,000,000, would cost \$100,000,000.  
Mr. Mackenzie said he supposed the hon. gentleman had obtained what he desired in the discussion which had taken place. This was evidently a motion to which the House could not commit itself, as it practically involved doing something in this direction, and the Government were not prepared to take any steps whatever in reference to this work. The Government were possessed of all the information that they probably could get. He had a very decided opinion in reference to this work. As to the land, they had no land except what belonged to the whole Dominion in the North-west Territory. They had no land in the vicinity of this work and he did not think it was one for which the assistance of the whole Dominion could be asked. At present the country is engaged in a vast work which he thought would accommodate for a long time to come the trade of these lakes, and he was sure the House would not now seriously think of entertaining this project. He hoped his hon. friend would withdraw it.  
Mr. Tupper said he had regretted to hear the remarks of the leader of the Government on this question. It was the North-west obtained a practical development it must be by some such scheme as this. He did not say that this was practicable, but if the concession of 10,000,000 acres of land would accomplish the object they ought to be pleased to concede the grant.  
It being 6 o'clock,  
The Speaker left the Chair.  
May 12.  
At the opening of the afternoon session Mr. Dorian introduced the new Insolvency Bill.  
He explained, at some length, its provisions.  
Mr. Blake, while expressing his approval of many features of the Bill, had always held the opinion that they should not prevent or discourage voluntary assignments. It was desirable to encourage persons who found themselves insolvent to stop in time, and he would, therefore, while allowing them to go into assignment, enact that they should not obtain a discharge unless they paid a dividend of a minimum amount to be fixed by law. He urged that as the Session was about to close, the measure should be allowed to lie over, so that ample time might be allowed for its discussion next year.  
Mr. Hillyard Cameron was friendly in many cases to voluntary assignments. He agreed that the Bill had better lie over to next Session, and would like to see the Bill then submitted to a Select Committee.  
Mr. Jones (Hull) thought the principle of voluntary assignments a wrong one. He would like to see a more arbitrary law, and called attention to the fact that at the present time the Insolvency law was overridden by the Merchant Shipping Act.  
Mr. Colby had been opposed to an Insolvency law, but it was evident that such a law harmonized with the views of the mercantile community. He hoped the Government would not depart from the principles of the Bill as it now stood.  
Mr. Young called attention to the defect in the law which permitted persons on the eve of insolvency to defraud their creditors by giving preferential liens or mortgages.  
After speeches from Messrs. Wood, Chisholm, Mitchell, Oliver, and DeCosmos,  
Mr. Dorian, in reply, said he would have the Bill printed and circulated, and consider the question of deferring its further consideration during the present Session.  
Mr. Mackenzie then rose to move the House into Committee on the Pacific Railway resolutions. An outline of his remarks appears in another column.  
After he had concluded,

Dr. Tupper, contrary to the usual practice, proposed to take the discussion on the second reading of the Bill founded on the resolutions.  
The House went into Committee, and passed and referred the resolutions.  
On the House resuming, several measures were advanced a stage.  
Mr. Cartwright then moved the House into Committee on the Supplementary Estimates for 1873-4.  
This was followed by a speech from Dr. Tupper, recapitulating his former arguments on the financial statement, contending there was a deficit, and no need for additional taxation.  
Mr. Cartwright having made a brief incisive reply,  
Dr. Tupper was allowed to speak again in defiance of all rules of order.  
Mr. Young followed, and showed not only that Dr. Tupper's speech was fallacious in argument, but that he had on every occasion come to a different conclusion and quoted different figures.  
The Estimates were agreed to, and the Committee rose and reported, and the House shortly after adjourned.  
May 13.  
After routine business had been disposed of,  
Mr. Dymond moved a resolution for an Address to the Governor General, praying him to represent to the Imperial Government the desire of the House that the Act passed in 1872 permitting the reprinting of British copyright works in Canada, under certain conditions and restrictions, should receive the Royal Assent. He sketched the history of the law of copyright as it affected Canada, and pointed out the anomaly of advantages being granted to American publishers which were denied to our own countrymen in the same trade. He illustrated his remarks by reference to numerous instances, showing how the Canadian publisher had suffered and the Canadian public been deprived of cheap current literature, while no substantial benefit accrued from the system to the original British copyright holder. He was prepared to say, from information which had reached him, that if the Royal Assent were obtained to the law passed in 1872 it would give a great impetus to the development of the book trade in Canada.  
Mr. Mackenzie said that the subject had been surrounded with difficulties, and while some British authors were quite willing to assent to such legislation as was embodied in the Act of 1872, others were violently opposed to it. The Imperial Government had made suggestions on the subject, but he (Mr. Mackenzie) did not see any way of meeting the question except by the Bill which the motion referred to.  
The motion was then agreed to.  
Mr. Wilkes moved for a return of Dominion and Provincial notes issued on January 1st and July 1st, in each year from 1867 to date, and other particulars relating to bank circulation.  
The motion was carried.  
Mr. Cameron (South Ontario) moved for a statement of monies expended in the past four years in the militia service. He was opposed to the present rate of expenditure, and to the system of maintaining a standing army.  
Mr. Ross, Minister of Militia, defended our militia system as necessary in the present condition of the country.  
The motion was then carried.  
At six o'clock the House rose for recess.  
After recess,  
Mr. Mills moved the second reading of his Bill to facilitate the removal of obstructions from navigable rivers. He answered the attacks made upon the measure in the interest of the lumbermen. He proposed to make amendments to meet some objections.  
A very animated and protracted debate ensued, in which Messrs. Carrier, Cauchon, Cook, White (Renfrew), Rochester, Blake, Wright (Pontiac), Appleby, Davies, Costigan, Plumb, and McCallum took part. The latter moved the six months' hoist.  
Mr. Mills replied to the several criticisms of some of the previous speakers.  
Ultimately the House divided, and the amendment was lost by Yeas 46, Nays 67.  
The Bill was then read a second time and referred.  
The Bill of Mr. McDougall (Three Rivers) relating to the stealing of poll-books at municipal elections was read a second time and referred to a Select Committee.  
The Bill of the same gentleman relating to vagrancy was withdrawn.  
Mr. Cauchon's Bill to amend the Railway Act was read a second time, and referred.  
Mr. Brooks moved the second reading of the Bill from the Senate to amend the law of libel. He gave a most comprehensive history of the law of libel, his speech, notwithstanding the lateness of the hour, being listened to with close attention.  
The second reading was agreed to, and the Bill referred to a small Select Committee.  
After one or two other matters had been disposed of,  
The House adjourned shortly after midnight.  
A numerously signed petition was presented to the Plymouth Township fathers at their last sitting, asking them to appropriate a sufficient sum from the surplus fund to open up side line 9 and 10, from Camlachie village across the township to the town line Enniskillen, thereby tapping Martha ville and opening up this important line from south to north. The movement is an exceedingly popular one.

**Ontario Game Law.**  
Many of our readers will be interested in the following, which is the new Game Act in the Province of Ontario, giving the season when game may be killed:  
Deer, moose, elk, reindeer or cariboo, between the 1st day of September and the first day of December.  
Wild turkey, grouse, pheasants or partridges, between the 1st day of September and the 1st day of January.  
Woodcock, between the 1st day of July and the 1st of January.  
Snipe, between the 15th of August and the 1st of May.  
Mallard, grey duck, black duck, wood or summer duck, and all kinds of teal, between the 15th day of August and the 1st day of January.  
Hares or rabbits, between the 1st day of September and the 1st day of March.  
Except in the Counties of Essex, Lambton and Middlesex, no quail shall be taken or killed for two years from the passing of this Act.  
No person shall have in his possession any of the above animals or birds, or any portion of them, during the close seasons. They may be exposed for sale nevertheless for one month and no longer after such periods, or had in possession at any time for family use but in all cases the proof of the time of killing or taking shall be upon the party so in possession.  
None of the animals or birds above mentioned shall at any time be taken by means of traps, snares, gins, baited lines or other similar contrivances. Any person may destroy any such traps, snares, etc., which he may discover without incurring any liability for so doing.  
No one shall have in possession the eggs of any of the birds mentioned at any time. No batteries, sunken punts or night line allowed in the killing of swans, geese or ducks.  
Beaver, muskrats, mink, martin, racoon, otter and fisher may be hunted and killed only between the 1st of November and the 1st May.  
The fine for killing deer, &c., out of season, shall be not less than ten dollars nor more than fifty dollars for each animal.  
For having in possession the birds or eggs of any of the birds protected, at any time, not less than five dollars nor more than twenty-five dollars for each bird or egg.  
For killing any of the fur-bearing animals out of the season, not less than five dollars nor more than twenty-five, and a similar fine for any other breach of the Act. In all cases the whole of the fine to be paid to the prosecutor.  
**BORAX FOR COLDS.**—A writer in *The Medical Record* cites a number of cases in which borax has proved a most effective remedy in certain forms of colds. He states that in sudden hoarseness or loss of voice in public speakers or singers, from colds relief for an hour or so by magic, may be often obtained by slowly dissolving and partially swallowing, a lump of borax, the size of a garden pea, or about three or four grains, held in the mouth for ten minutes before singing or speaking. This produces a profuse secretion of saliva, or "watering" of the mouth and throat, probably restoring the voice or tone to the dried vocal cords, just as wetting brings back the missing notes to a flute when it is too dry.  
**APPLES.**—It is stated that by a careful analysis it has been found that apples contain a larger amount of phosphorus, or brain food, than any other fruit or vegetable, and on this account they are very important to sedentary men who work their brains rather than their muscles. They also contain the acids which are needed every day, especially for sedentary men, the action of whose liver is sluggish, to eliminate effete matter, which if retained in the system produces inaction of the brain and indeed of the whole system, causing jaundice, sleeplessness, scurvy and troublesome diseases of the skin.

**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.  
**BRING 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**  
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.  
**400 Bushels Seed Barley**  
For Sale by  
**W. C. BAILEY,**  
Iroquois, May 6th, 1874.

**TIN SHOP - MORRISBURG.**  
**G. A. HOLT,**  
—IN—  
**Manufacturer of, & Dealer**  
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, Bracelets, Lockets, 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 horses, 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.**  
**MOORE & MORRIS,**  
Main St. Morrisburg  
Manufacturers of  
Coaches, Sleighs, Buggies, Cutters, Waggon, 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.