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COOKING STOVES.

Parlour and Box Stoves.

Tinning and Exchange.

ELECTRIC BELLS, Door Bells, Speaking Tubes, &c. And in a word, anything in the Stove and Tinware line.

Tinwork in connection with Stoves is an important feature in my business. Being young men of considerable push and good workmen, we have no doubt they will succeed well in the business. There are now three carriage shops in the village, all doing excellent work. Mr. D. C. McLean has turned out another beautiful phaeton, the property of Mr. R. Edwards. Marshall & Cameron have a number of very fine cutters nearly ready for winter.

DUMFER.

[Correspondence of The Post.]

LECTURE.—Mr. Hindman Barney lectures on "King Alcohol" Wednesday evening next under the patronage of the Sons.

A CONCERT of Centennial lectures are promised.

BURNED.—The barns and stables with contents of Mr. Wm. C. Mutchett, 7th con., were struck by lightning Wednesday morning and burned.

SELLING OFF.—Mr. J. A. McMurtry is selling off. Sale commences each afternoon at 1 o'clock.

PREACHING.—On Sabbath a sermon was delivered by Rev. Mr. Lockead in the Presbyterian church commemorative of the Gampedele Plot. A large number of Highlanders from Scotland, who resided in the Orange hall and marched to the church uniform and returned to the hall after service. Rev. Mr. Logan preached a sermon in the evening in the same lodge in the English church. On Monday evening a dinner was held in the McArthur house where large numbers of Orangemen and others friendly to the Order, partook of the good things prepared by mine host. The evening was spent in mirthful songs and speeches, in such degree as to make the "we sma" hours come almost unnoticed.

PERSONAL.—A meeting of the school board a large petition requesting the board to retain the services of the head master was signed by 153 names. The board declined to entertain the petition.

HOME AND FOREIGN NOTES.

Cardinal Antonelli died last Monday.

— Four hundred lodges of Sioux Indians have surrendered to Gen. Miles.

— Famine is reported in eight districts of the Bombay Presidency.

— The Italian elections took place last Saturday, resulting in the return of 141 Progressists and 28 Moderates.

— Fifty two French Communists have either been pardoned or had their sentences commuted.

— It is claimed that the population of France is diminishing in numbers.

— Montanna's gold yield for 1876 promises to be larger than that of last year by over $1,000,000.

— The lumbermen in Minnesota overstocked their yards again this season, and have 20,000,000 in logs, which they cannot cut.

— The Sultan has given his consent to a scheme to make Jaffa a seaport and connect it to Jerusalem by railway. Signor Pierotti, a native resident in Palestine, is the head of the movement.

— A special to the New York *Herald* on Wednesday, from Springfield, Ill., tells the following singular story:—A meat during attempt was made last evening to break into the vault of the Lincoln monument at this place, and steal therefrom the remains of the dead President. Some two weeks ago it was suspected that designs of this kind were premeditated, and a strict and constant watch has been kept. It was thought most likely that, if being election night, everybody busy over election matters, would be selected for the job. Elmer Washburn, late chief of the secret service, and United States detective Terrell, with several assistants, were accordingly selected in the reception room of the monument during the afternoon and evening. At nine o'clock at night the attempt was made. The vault was entered, the sarcophagus was opened, and the burial case drawn out, when the detectives sprang out and by the accidental discharge of a revolver the movement were frightened and fled into the strawberry. They are now being published, and attempt there is but a slight clue to their identity. Great indignation is felt, and detectives are a very bad release to arrange for a rescue.

THE VICTORIA RAILWAY

OPENING CEREMONIES AND FESTIVITIES.

THE FIRST EXCURSION TRAIN—DISTINGUISHED GATHERING—SPEECHES AT KINMOUNT—BANQUET AT BELL'S HALL, LINDSAY—SPEECHES ON THE OCCASION.

Yesterday was declared well finished and formally opened for traffic the Victoria Railway, a project that for the last five years has at all times commanded the active support of Lindsay and the country to the northward, and the co-operation of Toronto and other capitalists. It was originated and projected mainly by Mr. Geo. Laidlaw in response to a strong demand from the sections immediately interested for railway facilities under the title of the Lindsay, Fenelon Falls and Ottawa River Railway, on the narrow gauge plan. Its varying fortunes are still fresh in the minds of most of our readers. It was the time for new railway enterprises and large bonuses; and Lindsay responded to the new enterprise with $86,000. Fenelon Township was long an obstacle, persistently refusing to grant what was considered a fair amount of aid. The wishes of the people of Minden and Haliburton—then a part of Peterboro—to aid the project were bitterly opposed by the southern townships of the neighbouring county. This opposition was finally overcome by the incorporation of the Provisional County of Haliburton, and the village of Fenelon Falls, when bonuses were given heartily of $35,000 and $56,000 respectively. The issue of the project had been happily changed to the Victoria Railway, and the American gauge now in general use throughout Canada adopted, with the view of making it one of the trunk lines of Ontario, as it is undoubtedly it will become when connecting the Province. The project languished at times, and its opponents predicted it would never be built. Still the confidence of its promoters never failed and the energy never flagged, and difficulties after difficulty was overcome, all possible manipulation obtained, the "ties first and turned," and work commenced in good earnest. The "commercial crisis" nearly stopped the project, and work had to be suspended for a time, but it was resumed while many other projects were for ever stopped—and not lift up their heads. Mr. Laidlaw's tireless energy and unfailing hopefulness triumphed over every difficulty, and yesterday witnessed the satisfactory completion of one of the large public enterprises to which he has put his hands. It is intended to press on beyond Kinmount towards the Ottawa as speedily and as vigorously as possible. Yesterday we observed that considerable work has already been done in manifestly strong of Rice Lake, and we understand a good deal of chopping and rough work was carried on, and we believe that the Company intend to go forward again this season. Of course, much depends upon the policy of the Government. At the last session of the Ontario legislature the only reason in the direction of aid to railways was that of the enterprise beyond Kinmount was the fact that the English Land Corporation owning the land would be expected to contribute a large portion of Kinmount had not yet given any assistance to the project. Mr. Laidlaw seeing the situation for England last May, and concluded arrangements which obtained for the Victoria Company a subsidy of $300 a mile in cash through the Ministers Ontario, and the Government of Canada, and the Government to give such subsidy to the extent of the work in connection to the Ottawa River, for there is no prospect of a connection character that is now well adapted to develop the heart of the Province. By the connections at Lindsay the Victoria Railway will have access and south east, the Whitby Railway to the south, and the Nipissing Railway, the Victoria will have every communication with the north and west. The completion of the Grand Junction, and Ontario and Quebec railways is believed to be likely in the not distant future, additional facilities will be secured. There are the strongest reasons why the project should receive large assistance from the Government. It will be a railway and a county road, and partly extraordinary and the original aim of the railway aid scheme, which has been departed from in some cases, but which in principle has yet been done to increase the prosperity of the province. The Victoria Railway carried through to the Ottawa River, and opening up a large agricultural section of wide extent, where the lumber zone of our well-to-do farmers in the older counties can settle and build up new homes, and where new comers can find land in abundance. A suitable Government grant, to supplement the bonus given by the Ontario Legislature, will enable the Victoria Railway Company to carry on work without delay. If made this session, the Company will be enabled to put on the road large gangs in the many next and complete the road to Haliburton by the time next year. As the Whitby extension will be completed early in the spring, the opening of this plan would throw open a long stretch of country—Whitby to Haliburton—and of course "forward" will be the cry of all the people. The Government of Ontario will be asked to aid the Victoria Railway Company to carry on work without delay. If made this session, the Company will be enabled to put on the road large gangs to