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MERCHANTS' BANK OF CANADA. DAPTTAL #9,000,000

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LINDSAY, ONT., THURSDAY, JANUARY 25, 1877.

WINCELLANGOEN.

WHOLE No. 1036

allow mothers to want for the common necessaries of life. This is not as it should be the merits if there are any and let

both of which proved a sifeeess. An addition to the former building has been

uple seating capacity, a need serving felt of late. The re-opening servicennection with this church will is

ducted by the Rev. C. Fish. of Lindsay Immediately following the re-opening

we expect to have a manimoth

completed, will greatly ennan-pearance of the church as well

merits should be looked into.

Christmas lay we had a meeting and on New Year slava social in behalf of the building rund of the Canada Methodist Church in this place.

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4	Available assets \$27,000,000. Losses paid in course of thirty-five years exceed Forty Millions of Pollars O'larne by Chicago five estimated at near 19 \$5,000,000, are toring liquidated as feet	Ready-mac
of	as adjusted without deduction. Schritz, prompt parment and liberality in adjustingly of the losses are the prominent feetures of this wealthy Company. Fire and Life Policies issued with very li-	FALL AND
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A. (). IPI, Harwood, President. Win Angus, Vice-President. Schward II (1017 Manager	Plannet Shirts made to or

	Wastern Branch Office, Cobourg, Outsrio, W. P. Pich, General Agent, Joseph Flynn, Inspector
	The advantages of insuring in this Company are so well known that it needs no special recommendation. ASENTS. A Hodgers, Woodville: T.A. Mitchell, Omenes; Capt Kennedy, Febr.
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Isay to Derry or Liverpool,	CARDING FULLING.
ONLY \$32.05.	CLOTH-DRESSING
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	A TRIAL	SOLICITED.	
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W K WANT rolishle, margetic convecting agents in a try town in the	W WALLACE
Dominion for the new "Hustrated History of the Dominion of Canada" This work is	Landsey, April, 1876 998 8m
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OOLDEN SADDLE,

e Subscriber will offer for the nex months his Winter Stock of Rece rat from 1 to 7 cents, per Roll, less, t room for 1877 importations.

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is invaluable to	GEO. C. F

DHA BERRY.
SIDDLER,
has removed to HIS NEW STORE to St. Paul's Church, Kent Street, L.
The cohereiber, thankful for past accorded him once commencing he here to intimate to his numerous that in his more commotions store. I be better enabled to give increased a
Repocially, J. B. wishes to call att to his large stock of '

ter to bring them within the reach of	to his large stock of
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FORWARD NOW Letter also. \$5 (0) \$5 50 anch.	annights for Pariners and Lumnerers, whice for excellence, wickmenship and quality cannot be surpassed in the Province. To Levry Men and Fermers in wash of
Note size, \$ 00 \$ 00 desens for Letter size 9 00 6 00 desens for Fools's size 10 50 7 00 60 for Note size 7 00 4 00 60 for Note size 7 00 for Note	set of light harness, double or single, J. Il would respectfully solicit a call, when be will be happy to show them as large an as sortment as wasever artibited in this Conn
FALLIE STATIONERY	ty. Saddles, Bridles, Trunks, Valises, Brushe Combs, &c., in fact, everything apportaining to bis trade always on hand, and to be ha

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MANUFACTURING COMPAN	V College and pairing done in Homomber
48 ST. PETER STREET,	Opposite S
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The following, which was written for THE WARDER in May, 1857, after the Desjardine Canal accident at Hamilton, is now applicable to the late Ashtabula Railway tragedy:

	Swing o'er as ice-bound river, a lo
	Its columns noble pine trees, with pond- one bolts between-
dy-made Clothing	Strong are the cunning hands of man, wond'r us labors great,
snitable for	Yet feeble as the bending straw in the mighty gramp of Fate.
L AND WINTER.	m

D WINTER.	
PANAI EV.	The sun was stooping to the ruby West,
ting of	A golden glory lit the wintry sky, And mellow evening's lengthened shadows
.from \$5 00 to \$18 00	fell,
.from 5 00 to 19 00	Methought, foreboding, but I knew not
.from 4 00 to 7 50	why:
verceate 5 00 to 19 00	The heavens and snow-clad earth were
5 00 to 16 00	bushed,
2 00 to 2 50	The ocean lake lay still-
3 60 to 6 00	No breeze came rippling o'er its breast.
1 50 to 5 00	Or eche from the hill-
2 50 to 5 00	For all above, below, around,
hirts . 40 to 3 00	Displayed no life-gave forth no seand.
Shirte 75 to 8 00	
90 to 9 50	

tirle 76 to 3 00	
90 to 3 50	Onward! onward! onward! is its Cyclo-
19 00	Rushes the from charger upon its iron path. And warm, kind hearts are beating,
16 00 act or	Which fondly long to greet
it 20 00 to 28 00	They hope so soon to meet ;
made	And merry tongues are telling. While the silv'ry laugh rings clear.
7.50	Of life and all its pleasures, Of those, perchance, most dear—
rifor.	Oh God! could they but only know that

8	Death was ah! too near.	G.
•		H.
5		B. Ca
1	The panting engine rushes, like the phan-	VI:
	As is thunders along, how fleroe and	
	The furnace glows—	he
- 1		

	tom of a dream-	,
į	As it thunders along, how flerce and	V
ļ	The furnace glows-	
ļ	The bridge sounds hollow neath the	t
	wheels,	8
	The floorings crash—the fabric reels.	
ì	And down, down, down it goes:	t
	Oh, then is heard a fearful cry-	
i	The one last burst of agony.	R
	And all is still below.	
	Neath that sky of gray.	
	Death seized his prey.	t
	In the midst of the ice and snow	0

4	Oh, Death ' how bitter, sad art thou,
a	When after months of pain,
4	Thou satt'st the stamp upon the brow.
	To case the maddened brain?
-	When friends are gathered round the couch of death,
	To catch the last fond word-the last faint breath;
	But oh! how-doubly harrible in one mef
8	To be summoned, unprepared before thy Maker's face.
	loenter on that fifture inviterious and
	Where unrepented in usuat he confessed

Maker's fara	
To enter on that future invsterious and	SP
Where unrepented sin must be confessed before the Throne'	t.
One moment full of health and hope of life and spirite gay,	7
The next to he a mangled corpse- a mass of bleeding clay.	11
Now falls the heavy night gloom, and in its	:
It hales the darkling heavens, and twilight gleam of gold:	ti
But that cry has reached the city.	th

	the first the state of the stat	
		-
	Fire and torch are lighted, whose fierce and dickering glow	1
•	Illumine with awful brillance that gheatly scene of woe.	(
	Where wounded men are lying in agonized	I.
8	And friends are vainly calling their loved	I
h	Or wildly, wildly kissing the rold cheeks	1
	Whose faces seem as terrible in that flery radiance red	t
	While many a form is lying intended and alone	t .
-	With no one weeping o'er :t-uncared for	
	Parhana - But oh ' inis too sad - too har-	

SIXTEEN HUNDRED MILES WEST

	so. 11.
	To the Editor of THE WARDER
	DRAR MR. EDITOR Pardon me for
	leaving your readers so long at Kansas
	City. By this time, no doubt, they will
	be thoroughly rested, and with your permission we will resume our journey.
	Taking passage on the Kansas Pacific
	R. R. we were delayed an hour in start-
í	ing, awaiting the arrival of troops from
	the east "on route" for the Black Hills.
	There they come at last in their long
	blue overcoats! Not a very soldierly
	looking lot certainly, for they are raw
ı	recruits, many of them are below the
	ordinary height, and of slender build.
	But surely they are far too good to be
ı	shot down by Indian bullets. Perhaps
1	some may enquire the cause of this
	INDIAN WAR.

	The case is simply this. The Black
	Hills, which is Indian territory, was in-
	vaded some time ago by a few white ad-
	venturers, who, finding gold in abund-
	ance, appropriated it without leave or
	license. News of the discovery spread-
	ing, other adventurers followed suit,
	until the country was over-run by the
	pale face. Justly indignant at this in-
1	trusion, the red-man resented; and in
	his endeavors to expell the foe made
	many of them bite the dust. Immedi-
,	ately the papers spread the news of an
n	Indian massacre, and the white blood of
t	the country boiled over at the "treach-
1	ery" of Indian (as though he had no
	right to defend his own country!) An
,	armed force was sent to the scene, but
	not to punish the white raiders who,
	despite the interdiction of their Govern-
3	ment, invaded anothers' possession; for
	soldiers sent on such a mission would be
	sure to desert, as the President says in
	his message. So the interdict is violated
	with impunity, and the poor Indians
	have to suffer butchery for the white
	man's sin. No wonder the red man
	gives trouble when he is habitually
4	
	treated in this manner.
4	Immediately upon leaving Kansas
	City we enter the State of Kansas,
1	which is about 400 miles from east to
+	west. For the first 200 miles the coun-

٠,.	City we enter the State of Kansas,
	which is about 400 miles from east to
11	west. For the first 200 miles the coun-
•	try is rich and fertile, and towns and
n	villages are numerous. Then commences
12	THE ORBAT AMERICAN DESERT
	which stretches to the Rocky Moun-
	tains, a distance of 400 miles. Its sur-
n	face is flat or slightly undulating. The
	soil is a coarse red sand, mostly disin-
	tegrated granate, and is impregnated
	with alkeline selts which in some places
	whiten the surface of the ground. It
	produces a short brown grass, called
-	buffalo grass, a few weeds, among which
	are sage-bush, scap-weed, and a species
	of caetus. A tree is rarely seen, and
2	then only on a bank of a stream, some-
ź	times a lonely one at that, its nearest
3	neighbor being scores of miles distant.
	On and on we travel without seeing a
	trace of civilization (not even a R. R.
	fence) except such rude and scanty
3	anadmans as the various R. R. hamlets
	present. At some of these meals are furnished to travellers at one dollar
	furnished to travellers at one dollar
4	each. Hanny are the owners of lunch-
ł	baskets at this stage of the journey. For nearly a whole day we travel
4	For nearly a whole day we travel
	through this great howling wilderness
4	-home shows in mathing to attend atten-

DINS ACCIDENT.

The following, which was written for Tax Wanders in May, 1857, after the Desjardine Casal accident at Hamilton, is now applicable to the late Ashtabula. Railway tragedy:

Swing o'er as ice-bound river, a lofty bridge is seen, the columns noble pine trees, with ponders one bolts between—one bolts between—one bolts between—and the mighty gramp of Pate.

The sun was stooping to the ruby West, A golden glory list the wintry sty. And mellow evening's lengthened shadows [61].

Methonght, foreboding, but I knew not why:

The heavens and snow-clad carth were bushed.

The cocann lake lay still—never the whole mountain chain for a distance of 150 miles is in view. The cocan lake lay still—never be effaced from the memory, Further description, however, must be now possed and provided the common and taken complete notes in order to be interspersed with music rendered by the increasing traffic.

The collowing, which was written for Tax Wander the mountains, all eyes are incommon and the mountain chain for a distance of 100 miles is a number of buyers along the increasing traffic.

The Company not having as yet purchased by the increasing traffic.

The Company not having as yet purchased by the increasing traffic.

The Company not having as yet purchased by the increasing traffic.

The Company not having as yet purchased and yet of the company of the public, have run a few trains of the railway since the opening. There is a number of buyers along the importance of the public, have run a few trains of the railway since the opening. There is a number of buyers along the importance of the railway since the opening. There is a number of buyers along the the same of the railway since the opening. There is a number of buyers along the importance of the railway since the opening. There is a number of buyers along the increasing traffic.

The collowing, which was visit the same of the substance of over 100 miles upon a clear day, as it towers majested. The first that is seen. It is discornate the same of the railway

The notice calling the meeting. Dwight, C. W. Bunting, Hon. I. B.

The notice calling the meeting was Robinson, and W. W. Copp.

The neeting then adjourned.

At a subsequent meeting of the Directors Mr. George Laidlaw was re-elected by the President, as follows:—

President, and Mr. C. J. Campbell, Vice-

Your Directors beg leave to report DISTRICT NEWS.

chat during the last year they have been chabled to complete the first section of OSHAWA. ments at Lindsay for connection with
the Midland Rankway and the Whitby
and Port Perry Rankway have not yet
been definitely settled. As mentioned
for the report of the Chief Engineer of
the Public Works Department a Umon
Station at Lindsay would be likely to
prove the conformed and convenient
to the subject commend and convenient
to t Negatiations are nearly completed for too street nearly operate the Methodist

to purchase of the engines and rolling Church, tock sufficient for the requirements of he passenger and goods-business for he year 1877. The business offering on the line of From the News the railway between Lindsay and Kinthe railway between Lindsay and Kinmount is in excess of that anticipated. Lad their little ears, needs and noses his till or fair. These and read laLarge quantities of square timber and frozen while thomany home from the been adamdoned and now feed active lumber, ties, and other products of the forest are being got ready for shipment night. 11th inst. Twas ever thus AN OLD TAGE (FONE, -MI) TAGES Your Directors have applied to the there's never a joy without its sorrow who is well known to

ANOUT ALE FORE. — She said the said and fining stind companys and, for the distance between Kinmount and the confluence of the Mattawan with the Ottawa River.

When the railway is completed to the mouth of the Mattawan River, it will be the greatest timber and lumber railway in the country, and a most effective agency in the settlement of that part of that Province.

The survey ind location of the line have been completed between Kinmount and Haliburton, and a careful estimate based upon ascertained quantities, proves that much greater difficulties have to be contended with in the construction of the line have been completed between Kinmount and Haliburton, and a careful estimate based upon ascertained quantities, proves that much greater difficulties have to be contended with in the construction of the line have been completed between Kinmount and Haliburton, and a careful estimate based upon ascertained quantities, proves that much greater difficulties have to be contended with in the construction of the line from Kinmount northwards than were experienced south of that point, therefore the sum per mile necessary is larger than was originally anticipated. The end to be achieved by

where there is no stage of the journey.

NOW is THE TIME to BUY CHEAP
All kinds of pictures framed to order.

Looking there are mostly cattle and sheep, with a few horses at less than metion prices.

Where there is nothing to attract attention size of pictures at less than metion prices.

Where there are mostly cattle and sheep, with a few horses at less than metion prices.

Where there is nothing to attract attention size of pictures at less than metion prices.

Where there is nothing to attract attention size of the construction of the Victoria Railway, Dan. 13, 1877.

Geo. Laidlaw, Esq., President V. B. B. Co. Dans Siz.—I beg leave to report proposition size of the construction of the Victoria Railway, during the year 1876.

A choice assortment of pictures at less than metion prices.

Where there is nothing to attract attention size of the construction of the Victoria Railway, Dan. 13, 1877.

Geo. Laidlaw, Esq., President V. B. B. Co. Dans Siz.—I beg leave to report proposition size of the construction of the Victoria Railway, during the year 1876.

The line from the Midland Junction to Kinmount, a distance of thirty-two makes its appearance, or families of prices.

Where there is nothing to attract attention for the Victoria Railway, during the year 1876.

The line from the Midland Junction to Kinmount, a distance of thirty-two makes its appearance, or families of the construction of some addition in running or proposition.

The line from the Midland Junction to Kinmount, a distance of thirty-two makes its appearance, or families of the construction of some addition in running or proposition for the victoria Railway.

The blessing of a healthy winter prevails here. The times and place are very dull, and we fear that unless some thing is done for our deserving poor, there will be a depiorable state of sufficient to Kinmount, a distance of thirty-two makes its appearance, or families of the construction of the Victoria Railway.

The blessing of a healthy winter prevails here. The times and place are with the

sight presented is one of magnificence and grandeur, and if once seen can never be effaced from the memory. Further description, however, must be reserved for a future time.

B. B. Dundas.

Denver, Colorado, Jan. 11th, 1877.

VICTORIA RAILWAY.

The sunual meeting of the Shareholders of the Victoria Railway Company was held on Wednesday, January 17, at the offices of the Company.

I remain.

Your obedient servant,
Signed) FAMES ROSS.

On motion of Mr. W. W. Copp, seconded by Mr. H. P. Dwight, the Chier Engineer's report was adopted.
On motion of Mr. C. W. Bunting, seconded by Mr. H. P. Dwight. Messrs. J. Campbell were re-appointed Auditors for the year ending December 31st. 1877.

Moved by Mr. C. W. Bunting second-bed by Mr. C. W. Bunting second-be now taken for the election of Directors, and that Messrs. Alexander Mac.

CANNINGTON.

pany was held on Wednesday, January
17, at the offices of the Company.
Toronto.

Among those present were Messrs.
G. Laidlaw, W. W. Copp, J. C. Fitch.
H. P. Dwight. R. H. Ramsay, Hon. J.
B. Robinson, Nicol Kingsmill, C. J.
Campbell, C. W. Bunting, and R. Barber.
The chair was taken by the President.
Mr. Geo. Laidlaw, and Mr. A. MeNabb
was appointed secretary to the meeting.

De now taken for the election of Directors, and that Messrs. Alexander Mac.
Nabb and Nicol Kingsmill do act as Scrutineers, and that if five minutes elapse without a ballot being cast that the polls shall be closed. Carried.
The report of the Scrutineers above in the polls shall be closed. Carried.
The report of the Scrutineers above in the County Council by ass to be severable following gentlemen were duly elected:
G. Laidlaw, C. J. Campbell, J. C.
Wr. Geo. Laidlaw, and Mr. A. MeNabb
was appointed secretary to the meeting.

Description of Directors, and that Messrs. Alexander Mac.

Incomposition of Directors, and that Messrs.

From the Gleanter Scrutineers above in the County Council by ass to be considered as a scrutineers.

G. Laidlaw, C. J. Campbell, J. C.

The estatute requires one nundred signs the statute requires one nundred sign

people here that aireair obsideract more than the equisite timbe; names lave been bisine EPORT OF THE DIRECTORS OF THE VIC. President for the year ensuing .-- "Mail.

the intependent

REVIVAL OF TRADE .- SIDLE day's tall of snow the sleighing his enabled to complete the first section of the railway 32 miles) from the junction with the Midland Railway at Lindsay to the village of Kinmount. The alignment and construction of the railway ment and construction of the railway was out in most of the storm on Satur. The trade of this made is any place that the storm of Satur. The trade of this made is in the same beyond the influence of the same become place to the same

vorably is the object viewed or

BOBCAYGEON.

Firm the marine THE CENSUS -The Symans The Dunias Clust has charge of the remare for tramps, ass

that an one experienced south of that provided the service experienced south of the service experienced south of the service the sump erem in creation of the railway of the construction of the railway of the construction of the railway of the construction of the railway of the service experienced to the whole pleted with the Canadian Land and Emigration Company for a subsaly of \$3.000 per mile control flats and the control that the control to the control that the control to the control to