

Wellington, Grey and Bruce Rail-
way.
ANNUAL MEETING.
(From the Hamilton Times, June 30th.)
The adjourned annual meeting of the shareholders of the Wellington, Grey and Bruce Railway Company, was held at the Company's offices in this city yesterday afternoon. The chair was occupied by the President, Adam Brown, Esq.
The following Reports were read:—
To the Shareholders of the Wellington, Grey and Bruce Railway.
The Directors beg to submit at this, their fourth annual meeting, the following Report:
Since the last annual meeting your Directors have had many difficulties to contend with in the prosecution of the work on first section, and against selfish attempts to obstruct operations on the second section, from Fergus to Harrison; but they have sought with earnest perseverance to guard the trust committed to them, and they have the proud satisfaction of stating that by one of these attempts to interfere with their progress have been overcome, and that now the first section is open for traffic, and already a large amount of freight has been carried over the line, and the prospects for a remunerative traffic most encouraging. Your Directors found it necessary to ask the Townships of Minto, Maryborough and Howick, to extend the line, originally granted in their By-laws, for the completion of the second section to Harrison. These several Municipalities, in the most honorable manner, granted the request by voting new By-laws for an extension of time, by very large majorities.
The contract for the Second Section from Fergus to Harrison, has been awarded to Wm. Hendrie, Esq., who is now pushing the work with vigor.
The contract for the iron rails, fish plates, &c., has been given to John Proctor, Esq.
The County of Bruce has since the last annual meeting, voted a bonus of \$250,000 to the Company.
Your Directors have completed an arrangement with the Great Western Railway of Canada, under which that Company agree to redeem an additional \$2000 per mile of the Bonds of the Wellington, Grey and Bruce Railway, making a total issue of \$12,000 per mile and which arrangement completes our financial scheme to Lake Huron.
The Directors cannot close their report without paying a just tribute to the directors and officials of the Great Western Railway, both in England and in this country, for their cordial co-operation and most valuable assistance to this enterprise, and avail themselves of this opportunity to tender their thanks, at the same time congratulating that Company for their wisdom and foresight in procuring such a valuable auxiliary to their railway.
The Corporation of Hamilton have also continued to render material and efficient aid, and the Directors gratefully acknowledge the assistance. Amid every difficulty, the unity of action among all classes to secure success was most cheering.
The accounts for expenditure, &c., during the year are appended hereto.
The report of Geo. Lowe Reid, Esq., C. E., will be read with interest.
In looking forward to the speedy completion of the line to Southampton, your Directors would draw attention to its great value and importance, not only for the development of the comparative yet hidden resources of the "Garden of Canada," but from its connections as being part and parcel of the Railway system of the country, as a highway of travel and traffic by its Lake Huron terminus to the vast territory of the North-west.
All the Directors elected last year, including Mr. J. Stuart, who has been elected in place of Mr. J. Brown, resigned, retire at this meeting, but they are all eligible and offer themselves for re-election.
ADAM BROWN,
President.
HAMILTON, 24th June, 1870.
The following is Mr. Reid's report:
HAMILTON, 24th June 1870.
To the President and Directors of the Wellington, Grey and Bruce Railway:
GENTLEMEN—In my last annual report, dated 25th May, 1869, I stated that the contractors were then at work clearing the line and bridge timber, getting out ties and bridge timber, and that a commencement had been made of the work of grading the road bed of the first section of the line.
The construction of the line between Guelph and Fergus was prosecuted by the contractors, Messrs. Reckie and Robertson, during the whole summer and winter, under the immediate charge of Mr. Kidout, the resident Engineer, but the extreme wetness of the summer and the early setting in of winter, prevented the opening of the line to Fergus at the beginning of the present year, as had been confidently expected, and to which the contractors had pledged themselves when they contracted to do the work.
The opening of the line between Guelph and Elora has been still further delayed by "slips" having taken place in several heavy embankments whilst the frost was coming out, being rapidly repaired by means of a locomotive and a train of gravel cars, which is also engaged in ballasting the track.
The works are now sufficiently far advanced to permit of the public opening of the line to Elora by the last day of

July next.
The large bridge over the Grand River is finished; but a heavy clay cutting between Elora and Fergus, which had to be suspended during the winter months, will delay the opening of the line to the latter place till the 1st day of September next.
The contract for the extension of the line to Harrison has been let to Mr. Wm. Hendrie, of Hamilton, who has made a vigorous commencement at several points between Fergus and the Township Line of Peel. The railway will undoubtedly be opened to the latter point by the end of the present year, and the grading and bridging as far as Drayton will, in all probability, be completed before winter sets in.
The final location of the line north of Harrison has not yet been made, but that work will be prosecuted during the approaching autumn so as to admit of the letting of the third section of the line before next winter.
I am, gentlemen,
Your obedient servant,
Geo. Lowe Reid,
Chief Engineer.
The President, Adam Brown, Esq., in moving the adoption of the Annual Report, said: In accordance with previous custom it falls to my lot to move upon the adoption of the report which you have just heard read, and I assure you, gentlemen, I do so with very great satisfaction. It conveys the joyous intelligence that the first section of our line is open for traffic, and that already a large quantity of freight has been carried over the line, and that the prospects for the future are most encouraging.
I have just returned from a visit to the Elora station, and the works generally, and I was much pleased to see our station well filled with inward and outward freight. Mr. Tiffin, the station-master, reports very encouraging prospects for a good and remunerative traffic.
I cannot conceive a prouder position for men to occupy than to witness the fruits of their righteous toil, especially when those fruits have come to maturity, while during the period of work the laborers have been beset with unforeseen difficulties. We occupy that position; but, gentlemen, through sunshine and storm we have striven to protect that interest you confided to us, — and under all circumstances we have ever been able to bring round the bow of the good ship to the right direction.
As explained in Mr. Reid's report, good reasons existed for the road not being opened as soon as we expected; but in addition to this, we had to encounter more than the elements. Opposition, having its origin in selfishness, sought to stop our progress; but we, conscious of right, and with a single purpose, persevered in our duty to the Company, the country, and even our opponents, and the victory has been ours.
During the past year the struggle has been an arduous one, but in every encounter with our opponents we have been sustained by the best men in the country. By common consent, the universal verdict is that our line is the true line—the only line for the development of the rich and extensive country of Wellington, Grey and Bruce and the regions beyond full of mineral wealth and tributary to it at Southampton.
Apart from our strong position as allied to the Great Western and all its excellent and practical management, we afford facilities through that route of the shortest communication East and West with the great United States Market, against which any other project would have to struggle, both as to distance and expense in changes to other systems. Our waterway has been "never give up" one of the best and oldest of maxims; and to-day we have our compensation in the fact that our trains have reached the Grand River, and are carrying off for shipment to Europe large lots of timber, flour, wheat, &c.; and now comes the time when we shall witness the rapid advance of the country. As we open the line, station by station, people will wonder how the localities thrive and flourish. Land will increase in value, and the hardy settler will at last begin to realize real comfort. No one can properly estimate the influence of the iron rail and the iron horse as it is in the States, to a certain extent. In ten years after the introduction of railways, the land increased in value over 100 per cent. See what railways have done for Chicago. In 1835 less than 100 bushels of wheat was exported from there; in 1862 some twenty-three million bushels were exported. Well, then may men in the interior hail the approach of the railway as a blessing. This road will do good to Hamilton and the country generally. We afford facilities to all. We are yet in our infancy of progress in this country. Men are arising to a sense of public duty, and they will be forthcoming for every wise project.
"There's a good time coming."
The proper impulse has been given. Wait a little longer. In the hands of such a man as Wm. Hendrie the work will be proceeded with promptly and well. We know his character as a man of energy. I have just visited his works at the Irvine River, and I can assure you it did my heart good to see how the work was being pushed. Mr. Proctor performed his first contract in a most satisfactory manner, and in his hands we can look with every confidence for promptitude and despatch. The arrangements made with the Great Western to redeem \$12,000 a mile, of bonds, instead of \$10,000, cannot fail to be very satisfactory. It completes our scheme. That corporation has acted towards us with great cordiality, and the directors and officials here and in

England richly deserve the thanks expressed in the report, and I am glad to know that to Hamilton there is but one feeling towards them, and that most grateful and kind.
I do feel, too, that the Mayor and corporation are justly entitled to every praise for their material help, to the Company; they did wisely to aid us and we have kept faith with them to the letter.
Gentlemen, I thank you for your uniform courtesy to myself; personally I feel, however, when I see trains running, and navies at work on the second section, that my mission is well nigh accomplished.
The Directors to be elected will, I am sure, continue to persevere as their predecessors have done in the past, and that others will rise and do their part in other great projects now being agitated. There should be no idle men when there is important work to be done. (Applause.)
Geo. D. Ferguson, Esq., Vice-President, seconded the adoption of the Report.
James Walker, Esq., remarked briefly on the present satisfactory position of the Company, and congratulated the Directors on being able to present so satisfactory an exhibit. He urged the re-election of the old Board.
Messrs. Alex. McFalls and James Walker having been appointed scrutineers, a ballot was held and the old Board were declared unanimously elected. They are Adam Brown, Donald McInnes, J. M. Fraser, A. Sprout, M. P., A. T. Wood, Geo. D. Ferguson, Wm. McGivern, Jas. Turner, John Stuart, Jas. Wilson.
Mr. Jas. Watson moved a vote of thanks to the President and Directors, speaking of the efforts of these gentlemen in words of warm and appreciative eulogium.
Ald. Kelly, briefly seconded the resolution.
Mr. Brown thanked the shareholders for the compliment, and the meeting adjourned.
At a meeting of the Directors, held immediately after the general meeting, Adam Brown, Esq., was elected President, and Geo. D. Ferguson, Esq., Vice-President.
Specialties at the BIG AXE,
Owen Sound.
A BALE OF
DOOR MATS,
Just to hand, direct from the English makers—Best Durable Qualities,
AT TORONTO WHOLESALE PRICES.
25 Kegs HUBBUCK'S Genuine
WHITE ZINC PAINT
Ground in Oil. This paint is superior and more durable than the best White Lead, either for inside or outside work, Lake going craft, &c. Its use is not injurious to the health. Direct from THOS. HENNESSY & SONS, London, England.
COAL OIL,
Coal Oil Lamps,
INCLUDING
HAND, TABLE, HALL, &c.
Chimney & Wicks, direct from Makers.
ELECTROPLATED
CRUETS, SPOONS, FORKS &c.
AND
Nickle Silver Spoons & Forks,
Of a reliable quality, in great variety.
A LARGE LOT OF
POCKET & TABLE CUTLERY,
Imported direct, will be sold
RETAIL AT WHOLESALE PRICES.
SCALE AGENCY.
ENCOURAGE HOME MANUFACTURE
Platform & Counter Scales,
Made by the celebrated firm of GUNSKY, WARR & CO., of Hamilton, in stock at Makers' prices. These Scales are WARRANTED perfect, reliable, and durable, being made in the very best manner.
W. KOUGH,
Owen Sound, Dec. 7, 1869.
OPEN REBELLION.
TAKEN BY STORM!
Fenian Raid!
Photographs for the Million!
BETTER than the BEST and
Cheaper than the Cheapest
at KELSEY'S GALLERY,
Opposite Fletcher's, Upper Town, Durham.
SPLendid FARM FOR SALE.
For sale, Lot 13, Con. 7, Guelph, comprising 100 acres, 60 of which are cleared, well watered and fenced, with a good House, Barn, Stable and an Orchard of 100 Trees thereon. Also 50 acres, East half of Lot 13, Con. 6th, Guelph, from 8 to 10 acres cleared. The above property will be sold cheap, and clear deed given.—Terms easy. For particulars apply to
ABRAM GOLD,
at the Durham Agency,
or to ABRAM COOK,
Lot 7, Con. 6, Guelph.
(114-4f.)
JAMES SULLIVAN,
TINSMITH,
CARAFRAXA STREET, DURHAM.
(TWO DOORS NORTH OF THE BRIDGE.)
EVERY description of Tinware conducted on hand and made to order. All work is manufactured under my own supervision, and none but the very best stock used. JOBBING done promptly and in the very best style, at the lowest living rates. Particular attention paid to Eave-Troubling. A large stock of Stove Pipes, Elbows, T Pipes and Ridge Plates always on hand, CHEAP FOR CASH OR TRADE. (76-7.)
SHINGLES.
PARTIES WANTING GOOD SAWN SHINGLES, (Wilson's manufacture, Best quality) can be supplied by applying at this office. Sold reasonable.

1870. 1870. 1870.
Spring Fashions.
Mrs. Davidson,
OF THE "MONTREAL HOUSE,"
Begs most respectfully to inform her Lady patrons, that she has just received and Consisting in part of
MILLINERY,
LADIES' HATS AND BONNETS,
FEATHERS AND RIBBONS,
Flowers, Hosiery, &c.,
ALL NEW AND OF THE LATEST FASHION.
Mrs. D. having secured the services of a first-class MILLINER, from Toronto, hopes by strict attention to business to merit a share of public patronage.
BUTTER & EGGS TAKEN IN EXCHANGE FOR GOODS.
Note the Address, MRS. DAVIDSON,
UPPER TOWN, DURHAM.
April 20th, 1870.

SEASON OF 1870.
Wool-Carding
AND
CLOTH-DRESSING!
THE SUBSCRIBER BEGS TO RETURN THANKS TO THE PUBLIC GENERALLY, and to his numerous customers in particular, for past favors in his line of business, and also to inform them that his Carding and Cloth-Dressing Machinery is now in complete order, having been recently fitted up with latest improvements, and is having engaged the services of one of the most experienced workmen in Ontario, 21 years standing, trusts by unremitting attention and good work—all work warranted—to merit a share of public patronage.
Parties from a Distance can have their Wool same day!
THE GRIST-MILL is in complete running order, having recently been overhauled, ready for all sorts of work. First-class Millers and strict attention to customers' interests.
JOHN KELLY,
EDGE MILLS, May 17th, 1870.

Paper Hangings
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Paper Hangings
Decorations
Decorations
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JUST RECEIVED AT
F. H. Edwards'
VARIETY STORE,
1,500 ROLLS OF CHOICEST PATTERNS
WALL PAPERS, DECORATIONS, WINDOW SHADES,
&c., ever brought to this part of the country, and selling
at extremely low prices. Patterns to suit all tastes.
In addition to the above we have also just received a large consignment of
Children's Carriages, Cabs
and Perambulators,
varying in price from 3 to \$35.00.
Have your walls papered, it is cheaper and better than
Whitewash.
Papers from 4 cents per Roll.
F. H. EDWARDS.
DURHAM, May 17th, 1870.

Monthly Cattle Fairs.
GUELPH—First Wednesday in each month.
HARRISTON—Friday before Guelph Fair.
ROSWORTH—Saturday before Guelph Fair.
ELORA—The day before Guelph.
DRAYTON—The day before Elora.
CLARENDON—Thursday before Guelph Fair.
TROTTERVILLE—Friday before Guelph Fair.
NEW HAMBURG—First Tuesday in each month.
BELLINGHAM—First Thursday in each month.
ELMIRA—Second Monday in each month.
WATERLOO—Second Tuesday in each month.
MT. FOREST—Third Wednesday in each month.
DURHAM—Tuesday preceding the above.
FERGUS—Thursday following Mt. Forest.
ORANGEVILLE—Second Thursday in Jan., March, May, July, Sep., and Nov.
MOSO MILLS—Third Wednesday in Jan., July, and October.
ERIN—First Monday in January, April, July, and October.
MARSVILLE—First Tuesday in February, May, August and November.
LAND FOR SALE.
LOT No. 16, Con. 3, West of the Guelph Road, Township of Bentinck, containing 100 acres, about 50 acres cleared. Terms—\$300 cash.
PATRICK WELSH,
Feb. 15, 1870.

New Shoe Shop!
A. SIMPSON
HAS COMMENCED BUSINESS IN the above line, in the premises next door to G. Isaac's saddlery shop, Upper Town, Durham, where he intends to devote his entire attention to CUSTOM WORK. Nothing but the best stock used, and a neat fit guaranteed. — Prices 163, and the times.
STOP AND SEE!
THE FOLLOWING REMARKS ON Testimonials of most wonderful and extraordinary cures in Canada, by the GREAT INDIAN REMEDY. They are strong, undeniable and incontrovertible facts, sufficient to convince the most skeptical that the Great Medical Compound named after the name of Wilson Storms of Brighton, Ont., of Consumption; or that of Peter C. V. Miller, of Earnestown, Ont., of Consumption; or that of Ambrose Wood, of Compton, Ont., of Dyspepsia and Liver Complaint; or that of John Hoxey, of Naparone, Ont., of Rheumatism, who had actually been on crutches for years, in spite of all treatment heretofore, and is now well, of such cases might be mentioned had we space.
Call at the Drug Stores and get a circular, of unquestionable certificates, & PILLS, and satisfy yourselves.
Price of the Remedy in large lots \$1.
For sale by all Druggists and Dealers in Medicine.
Wholesale Agents—Northrop & Lyman, Newcastle, Lyman, Elliott Co., Toronto.

SEEDS,
Imported and for Sale by
Parker & Cattle
DURHAM, OWEN SOUND & GODERICH.
BRUGGISTS & SEEDSMEN,
Clover Seed.
A LARGE SUPPLY
NO. 1 QUALITY,
Purchased before the recent great advance in price.

ASPARAGUS.
BEANS—Broad Windsor,
China Bush,
Scarlet Runners,
White Kidney,
Yellow Six Weeks,
Lima or Butter.
BEET—Early Tarnip Blood,
Long Blood,
White Sugar.
BORRAGE.
BRUSSELS—Sprouts,
CABBAGES—Early York,
Large Drumhead,
Quinton,
Ox Heart,
Large York,
Flat Dutch,
Red Pickling,
Green Cauld Savoy,
Sugar Loaf,
Winnipeg.
CARROT—Early French Horn,
Large Altringham,
Large Red Surry,
Long Orange,
CABBAGE—Early Paris,
Large Drumhead,
White Solid,
Turner's White Solid.
CITRUS—For Preserving.
CLOVER—Alsike,
White.
CORN—Adam's Early,
Crisp Ears Carled,
CUCUMBER—Early Frame,
Early Russia,
Long Green,
Gherkin.
FLAX SEED.
KALE—Scotch.
LEEK—English Flag.
LETTUCE—Early Curled,
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LETTUCE—Early Curled,
Malta Cabbage,
Nonpareil Victoria Cabbage,
Long Red,
MANGEL WURTZEL.
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CUCUMBER—Early Frame,
Early Russia,
Long Green,
Gherkin.
FLAX SEED.
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