Fall Assizes.

The Fall Assizes for the County of Grey were opened at Owen Sound, on Tuesday, the 13th inst., by the Honorable Mr. Justice Gwynne.

The following gentlemen were sworn as the Grand Jury:—Robert Dalgleish, *Foreman*; John McColman, John Agnew, John Hamilton, Henry Irwin, James Slack, Alex. Bell, Henry Hewitt, Daniel Wright, Charles VanFelson, George Reid, Duncan McGillivray, Gideon Hackness, W. C. Hewish, John Abbott, Duncan Campbell, Wm. McDonald, Dowlby Arnold, Matthew O'Farrel, Andrew Marshall, John Boyd, Hugh Chisholm and Wm. Garvie.

SELNER, *et. al. vs.* ROSSITER.—Verdict for plaintiffs $216.12. Lane & Stephens for plaintiffs; Creasor & Morrison for defendant.

COULSON *vs.* ARMSTRONG *et. al.*—Verdict for plaintiff, by consent, $187.78. Lane & Stephens for plaintiff; D. A. Creasor for defendants.

STEVENSON *et. al. vs.* ROBT. WILSON AND THOS. WILSON.—Verdict for plaintiffs, $265.65. Lane & Stephens for plaintiffs; J. A. Macpherson for defendants.

STEVENSON *et. al. vs.* ROBT. WILSON AND W. WILSON.—Verdict for plaintiffs, $265.34. Lane & Stephens for plaintiffs; J. A. Macpherson for defendants.

MCGIVERIN *vs.* CHITTICK.—Assessment on action against an absconding debtor.—Verdict for plaintiff, $297.36; D. McDonell for plaintiff.

INGHAM *vs* MAUGHAN *et. al.*—This was an action against the Sheriff and his sureties for neglecting to execute a writ of *fieri facias* against the goods and chattels of Thomas Hurst. Verdict for plaintiff $200 damages. McCarthy & McCarthy, Attorneys, for Plaintiff; Boulton, Counsel; Lane & Stephens for defendants.

THE QUEEN *vs.* ROBERT CASWELL—ARSON—The Grand Jury brought in a True Bill. The prisoner on being arraigned pleaded Not Guilty.

THE QUEEN *vs.* NATHAN BROWN—LARCENY.—The Grand Jury brought in a True Bill. The prisoner on being arraigned pleaded Not Guilty.

WESTERN CANADA PERMANENT BUILDING AND SAVINGS SOCIETY *vs.* STEELE.—Action of ejectment. Verdict for plaintiff and 20c. damages. D. A. Creasor for plaintiff.

FORSYTH *vs.* CHRISTIE *et. al.*—Action to recover the value of a carding machine seized by the Sheriff. Verdict for defendant. Thomas Robertson for plaintiff; J. Creasor for defendant Christie; D. A. Creasor for defendant Wilkinson.

THE QUEEN *vs.* NATHAN BROWN.—On the trial of this case, which was for stealing a horse from A. M. Stephens, the prisoner was found guilty. J. Anderson, Q. C., for the Crown.

THE QUEEN *vs.* SAMUEL MADILL—LARCENY.—The Grand Jury brought in a True Bill. Madill was out on bail, but did not appear when called, and it was therefore ordered that his recognizance be estreated.

THE QUEEN *vs.* ROBERT CASWELL.—Setting fire to a barn of Mark Armstrong in the Township of Glenelg. The Grand Jury brought in a True Bill.

(TO BE CONTINUED IN OUR NEXT.)

TORONTO, GREY AND BRUCE RAILWAY.

ANNUAL MEETING OF SHAREHOLDERS—ANNUAL REPORT OF PRESIDENT AND DIRECTORS—AUDITORS' AND ENGINEER'S REPORT—ELECTION OF A NEW BOARD, &c.

The annual meeting of the shareholders of the Toronto, Grey and Bruce Railway was held at noon on the 14th inst., in the board room of the company, corner of Bay and Front streets. Mr. John Gordon, President, occupied the chair, and the following gentlemen were present:—Messrs. Noah Barnhart, A. R. McMaster, George Gooderham, J. G. Worts, George Laidlaw, James Britton, Thomas Lailey, John Morrison, John Shedden, George Brown, W. H. Boulton, W. S. Lee, Ald. Dickey, Ald. Baxter, H. S. Howland, W. Howland, B. H. Dixon, W. H. Beatty, W. S. Taylor, J. D. Merrick, C. Belford, G. R. Kingsmill, J. E. Smith, Thomas Fisken, John Leys, W. B. Hamilton, P. C. Chisholm, Charles Robertson, O'Keefe, Wm. Thompson, Lee (of J. G. Joseph & Co.) Gardner, R. W. Elliott, M. Mason, &c., &c.

Mr. W. S. Taylor, Secretary, read the following reports:

ANNUAL REPORT.

"The President and Directors of the Toronto, Grey and Bruce Railway Company have the honor to submit to the shareholders the first annual report, and with it to lay before them the balance sheet of receipts and expenditure, with the report of the auditors thereon; also a detailed report from the chief engineer of the progress of the works.

"A very few words will suffice to explain the present position and prospects of the undertaking. The directors hope that the steps they have taken will enable them to open the line as far as Orangeville before the end of the year, and to Arthur within a few week after the spring thaw has enabled them to resume active operations.

"The directors in the spring of the present year deputed two members of the Board to proceed to England with the view of purchasing rails, and, if possible, to place the bonds of the company as part payment with the manufacturers. Owing, however, to the brisk demand for rails in England, they found that manufacturers would look at nothing but cash, and they consequently made their purchases upon a cash basis.—They do not regret this step, as by this means they obtained better terms with the makers. The soundness of the undertaking has been manifested to them by the fact that they have had several offers to take the bonds of this company, which, although by no means low, give evidence of the soundness of the undertaking.

"The directors would urge upon their successors the desirability of pressing forward to Kincardine and Owen Sound, and not to rest content until they have made the Toronto, Grey and Bruce railway, which it is now only in name, a fixed reality.

"The directors cannot close this their first report without expressing their obligation to Carl Phil, Esq., government engineer to the Norwegian railways, for various papers and much valuable information supplied by him during the early history of the company, as well as for his kind attentions to those directors who visited Norway in June of this year.

"JOHN GORDON,
"President.

"Toronto, Sept. 13, 1870."

AUDITORS' REPORT, 1870.

"To the President and Directors:

"GENTLEMEN,—We have respectfully to report the completion of our audit of the books and accounts of the company for the term ending the 7th of September, instant.

"We have found the respective books carefully and accurately kept, and your business transactions correctly and properly recorded.

"As the result of the audit we herewith report a general statement of the receipts and expenditure for the term so ending September 7th, which exhibits in a comprehensive form the condition of the financial affairs of the company at the present time.

"Your obedient servants,
(Signed) "G. A. BARBER,
"SAMEUL SPRUELL.

"Toronto, Sept. 13, 1870."

CHIEF ENGINEER'S REPORT.

"Toronto, Sept. 7, 1870.

"To the President and Directors of the Toronto, Grey and Bruce Railway:—

"GENTLEMEN,—I have the honor to lay before you a report upon the progress of the works of this railway during the past year, and in doing so I will endeavor to describe as briefly as possible the character of the works and the extent to which they have been carried out since the construction of them has commenced.

"The total length of the line at present under construction is from Weston to Arthur. At the former place it leaves the Grand Trunk railway at the 342nd mile from Montreal, and the distance from the junction to the Townline between Luther and Arthur, which is the termination of the first section at present, is a little short of 64 miles.

"Upon the whole length of this line there are only three places where anything approaching to heavy works are met with.—First at the crossing of the River Humber in the township of Vaughan; second in the ascent of the Caledon Mountain, extending over a distance of four miles; and third, at the crossing of the Grand River in the township of Amaranth.

"The only bridges of any size are those over the River Humber, consisting of six spans of fifty feet each, and one span of thirty-three feet six inches, built upon stone abutments and piers; the River Credit Bridge in Caledon, one span of 46 feet and 12 trestlework spans of 16 feet each; the Grand River bridge, two spans of 63 feet each; and five spans of trestlework 25 feet each, and the Boyne Creek trestle bridge, one span of 40 feet and 10 spans of 20 feet each. There are a few trestles all but two of which are small size in the exception being one of 10 spans of 20 feet each over "Duncan's ravine," and one of 7 spans of 20 feet each over "Brown's ravine."

"The contract for grading was placed in the hands of Mr. Frank Shanly on the 18th of November last, and since that time the work done by him extends over the whole 64 miles of line; and consists of the whole of the clearing being completed; the grubbing and close chopping being finished with the exception say 3 miles in all; the fencing to the extent of about 25 miles, the bridges and trestles over the first 40 miles; and half the trestles on the remaining 24 miles; the grading, culverts, and cattle-guards over a distance equivalent to about 50 miles; and the delivery of the ties for the whole 64 miles.

"The tanks and tank houses are now in course of construction, and the wells are being sunk for the necessary supply of water.

"The contract for ballasting and track laying has been awarded to Messrs. Wardrop & Co. of Brockville, and they will have everything in readiness for commencing work this week.

"Tenders for the construction of the station houses will be sent in on Monday next, the drawings for them having been prepared and in readiness for some time.

"The advices I have received from Sir Charles Fox and Sons show me that 1,800 tons of rails and fishplates have been already shipped for this Company and that the quantity required for the whole of the line as far as Arthur will have left England before the end of the month of October.

"Two locomotives have arrived and are put together ready for running, and a third is daily expected to arrive, which is on board the European. These have been built in England by the Avonside Engine Company of Bristol, and the two delivered show very good work. A further contract for five more locomotives has been given to the Kingston Engine Company of Canada, and two of these are to be ready during the current year.

"The cars now in course of construction by Messrs. Dickey, Neill & Co. consist of eight passenger cars, 40 platform cars, and 50 box cars. The passenger cars are calculated to accommodate 44 passengers each, and have a total length of 36 feet; these as well as the platform cars are fitted with six wheels and with radial axle boxes, an arrangement by which the level of the floor is brought down to a distance of only 2 feet 6 inches from the rails. The box-cars are being constructed 15 feet in length on four wheels, and are capable of carrying five or six tons each; the platform cars are 10 feet in length by 8 feet in width and are capable of carrying a load of ten tons.—Messrs. Dickey, Neill & Co. have several of the latter ready for use and they will be running in the course of a few days.

"On the whole I think the directors may congratulate themselves on the fact that within twelve months or thereabouts of their letting the first contract for the works, they will see 64 miles of line graded, 40 miles completed and ready for traffic, the necessary rolling stock finished, 5 locomotive engines upon their road and three more ready for the spring traffic, and the whole of the materials delivered to enable them to couple the whole sixty-four miles within a couple of months of the opening of the weather next spring. I see no reason whatever to doubt the whole of this being realized.

"I have the honor to be,
"Gentlemen,
"Your obedient servant,
"EDMUND WRAGGE,
"Chief Engineer."

The Military Forces of England.

The figures given by Lord Elcho, in one of his recent letters to us, suggests a simple solution of the great problem now before the country. Let the reader only look at the following enumeration of our military forces as actually existing at this moment. According to the estimates of the present year accepted by Parliament, we have now,

Troops of the Line	179,000
Army Reserves, Class 1	3,000
Army Reserves, Class 2	20,000
Militia	134,638
Yeomanry Cavalry	17,168
Volunteers	136,271
Volunteer Artillery	33813
	523,230

With the exception of some 90,000 troops of the Line serving in India or on other stations abroad, the whole of this enormous force at home are available, as far as its organization permits, for the defence of the kingdom. Is it not, therefore, absolutely clear that if the requisite organization was forthcoming, the problem of our national defence would be solved, and the protection of these shores sufficiently assured?—*London Times.*

The Great Boat Race.

Our correspondent writes us from Montreal some facts and incidents of the great boat race at Lachine. He says that the Tyne crew have netted by the race the handsome little plum of $200,000. Morrissey, of New York, who betted heavily on the St. John's men, has lost $90,000; whilst the Ward Brothers, of New York, who were defeated by the New Brunswickers in 1868 on American waters, bet their entire pile on the Tyne siders, and have won heavily. Perhaps a larger amount of money has changed hands over this match than ever before heard of.

The quickest railroad time ever made on Long Island was made by a train on the Southside Railroad, while running a distance of six miles a few days since. The train was composed of two cars, together with the locomotive "Massapequa." President Fox was on the train, also Superintendent Douglass, and some of the directors of the road. The train ran from Amityville to Babylon, a distance of six miles, in five minutes.

The following is from the *New Nation* of the 31 of September, which seems to adapt its "organ" to the times. The advent of Lieutenant Governor Archibald is thus referred to:

His Excellency, the Lieutenant-Governor arrived at Fort Garry last night at nine o'clock, by canoe. A guard of honor was under arms to receive His Excellency, for some time, but were dismissed at tattoo.

This morning at 8 o'clock, a salute of 15 guns were fired in honor of the arrival of the Lieutenant Governor.

His Excellency is in excellent health, and does not appear to have suffered much from his fatiguing journey. He is accompanied by Mr. Hall, the private secretary of His Excellency.

The Ontario Battalion is alluded to as follows:—

"This fine battalion has nearly all arrived at Fort Garry, and for the present are under canvass outside the Fort until the barracks inside are fitted up, which is being done. The officers and men are all in excellent health, and it would be difficult to find throughout the British army a finer body of men, both intellectually and physically. We have not had the pleasure of seeing any of the Quebec Battalion, none of them having arrived here yet."

A child belonging to Mr. Benjamin, of Odessa, was burned to death on Sunday evening last.

DURHAM CHRONICLE.

THURSDAY, SEPT. 22, 1870.

The Narrow-Gauge Railways.

Previous to the annual meetings of the two Companies, which are distinguished by the peculiarity of gauge indicated in the heading of this article, the directors of the respective undertakings admitted the public to a large share of their confidence. In order to an intelligent understanding of the cause of the belligerency which took the form of "swearing a feud" between the chieftains of the respective boards of management, it is necessary to remember that the Presidents of the two sections of the periphery which were intended to be suspended upon the axle of Toronto were sent upon an especial embassy to England, under the especial escort of Mr. George Laidlaw, to dispose of bonds, and to purchase iron, and to do other matters and things on behalf of the said roads. During their absence, it appears that their colleagues in the directory of the Toronto, Grey and Bruce Company, had concluded a bargain, ostensibly, with Messrs. Blackie and Alexander, brokers, in Toronto, for the sale of $400,000 of bonds for $250,000 in cash, with the option of redeeming them within two years on the payment of interest, including commission, at something like 12½ per cent. per annum. The delegates, on their return, which took place a few days before the annual meeting, which was held in Toronto on the 14th instant, professed to regard this arrangement as an attempt to disturb the balance of power, and thereon issued a declaration of war. Consequently the annual meeting, which should have been devoted to purpose of serious business, and to the election of suitable persons to direct the appliances of the corporation for the ensuing year, degenerated into a wordy, personal strife.

It will be our purpose to gather from the reports such as they are, a fair exhibit of the facts. The following is a copy of the report:—

Statement of Receipts and Expenditure of the Toronto, Grey and Bruce Railway Company, for the term ending the 7th of September, 1870:—

Receipts.

Calls on stock		$11,530 00
Interest on Bank deposits		173 00
Bonus received from trustees and municipal debentures		113,255 69
Drawback retained from contractor, Mr. F. Shanly		25 583 22
		$255,591 91

Expenditure.

Preliminary expenses	$415,635 22	
Advertising and printing	1,695 58	
Office expenses	2,992 26	
Law expenses	2,146 36	
Engineering	15,469 37	
Office furniture	466 88	
Right of way	21,2 3 34	
Construction	138,318 84	
Rolling stock	37,005 99	
Arthur and Kincardine survey	1,824 82	
Iron and fastenings	11,452 35	
Cash in hand and on hand	7,339 89	
		$255,391 91

W. SUTHERLAND TAYLOR,
Secretary and Tresurer.

September 13, 1870.

Audited and approved.

(Signed) G. A. BARBER,
SAMUEL SPRUELL.

The reports of the President and of the Engineer are elsewhere copied in this day's issue. These reports were supplemented by official utterances, not voluntarily made in the interests of the public, but in defence of a theory, or in justification of personal procedure. As, for instance, when Mr. George Laidlaw said that the bonds of the "Toronto and Nipissing Railway were not as valuable as those of the Toronto, Grey and Bruce road, because the former were based upon a bonsus of $4,500 per mile, while those of the latter were based upon bonuses of $7,800 per mile—being nearly double that of the Nipissing"—he did not intend to confess that this was the result of a fraud practiced upon the people of Toronto, and of an attempt to perpetrate another on the people of the County of Grey, but to justify the sale of the Nipissing bonds to Mr. Worts, and to condemn the arrangement made with Blakie and Alexander. So, also, Mr. Shedden when he said that the iron-masters in England "would not look at the bonds, at any price; would not even give 20 cents for them;" did not intend to utter the most severe condemnation upon the financial management of the board, of which language was capable, but to give a reason for the failure of their mission. Business men, in England, are not in the habit of refusing offers of large, and possibly profitable contracts, without mature consideration. We cannot doubt but that Mr. Laidlaw, the spokesman of the delegation, demonstrated in his own peculiar way the exceptionally high character of these bonds. He could with great justice say that no other railway enterprise could boast of having, as a basis, an equal proportion of bonuses and of stock per mile. Why was it that after a full inquiry, which we presume was made, iron-masters refused to take the bonds at twenty cents in the dollar in payment? The delegates were all respectable men. They had the advantage, while in England, of being within the influence of the official shadow of the Mayor of Toronto. Sir John Rose, Mr. Laidlaw says, "opened negotiations for them," and the deputation speaks in grateful terms of the assistance they received from Mr. Potter, the charmer of the Grand Trunk Railway board, and with the rate of interest, at the Bank of England, at 3 per cent. we conclude that there is some good and sufficient reason, beyond any that the delegates have given, or even hinted at, for the want of success.

Mr. Shedden, he President of the Nipissing road, in answer to a question, said that he had gone to Norway and had travelled over 56 miles of a narrow-gauge road at a rate of about 35 miles an hour, part of the way with an engine weighing only ten tons. "However," he says that, "he only saw the railway in summer; how it would look in winter he could not tell." It is to be regretted that Mr. Shedden was so reserved in his communication. It would be interesting to known whether the engine on which he travelled drew any load after it, and what were the peculiar conditions under which, for a portion of the road, the speed was increased; also information of the kind of traffic which passes over the Norwegian railways, the season of the year when most in demand, &c., &c. It was scarcely fair in Mr. Shedden to raise a doubt of the inadaptability of narrow-gauge railways in Canada and then to tantalize his hearers with a provoking reticence in reference to the Norway roads. The position of the narrow-gauge road from Weston to Toronto, we take to be this, that on its completion between those limits, the company will have exhausted the bonuses, the stock, and its credit. The activity and liberality of Toronto has been grossly misrepresented and mismanaged, and the country which might have been made to contribute largely to its commercial importance, has been alienated and disgusted. If Mr. Gordon is under the impression that we have done him, or the corporation over which he presides, any injustice, our columns are at his service for defence.

Costs on Tax Sales.

In looking over the advertised lists of lands for sale, on account of arrears of taxes, we observe a great want of uniformity in the relations which the costs bear to the sums said to be due; for instance: in the Town of Collingwood the costs on a claim of 2 cents is $2.53. In the township of Marmora, County of Hastings, the costs on a claim of $9.80 is 85 cents. In Wawanosh, County of Huron, 90 cents is the proportion of fees on a debt of $1.48, while in the Town of St. Mary's it takes $1 80 to collect $12.19. In our County of Grey 21 cents costs $1.10 to collect, but $12 can be recovered for the reasonable sum of $1 69.

We should like to see this discrepancy accounted for. The Mayor and Treasurer of Collingwood seem to disregard the principal in their anxiety to secure the interest. They appear to be worse than even the lawyer of whom we heard the other day, who charged $11 for collecting ten, after judgment had been obtained.

North-West News.

Fort Garry, Sept. 6th, via St. Cloud, Sept. 19th.—The Lieutenant-Governor was sworn in to-day. A large number of people were present. There was no disturbances this morning.

Dr. Schultz went to the house of Spence, the editor of the *New Nation*, and horsewhipped him tremendously. Spence was very much frightened and cried like a boy. There is great excitement over this.

The volunteers were reviewed by the Governor to-day. He said they equalled many regulars. He had seen considerable excitement in Winnipeg to-day.

If Tom Bunn is caught he will be tarred and feathered.

Riel and O'Donoghue are still at Pembina doing nothing.

The French half-breeds are still moving away into the interior.

☞ There is a very dangerous hole in Garafraxa Street Bridge in this Village.—The Road and Bridge Committee will please note this fact.

☞ The great cricket match between the Counties of Bruce and Grey, has been finally arranged to take place at Walkerton, on the 28th inst. The following are the name of some of the players who are to compose the Grey team:—Messrs. Creasor, Kennedy, Jenkins, Downs, and Dr. Barnhart, Owen Sound; Jackson and Paterson, Durham; and Ashley, Neustadt. We believe the remaining players have been chosen from the Meaford and Walter's Falls Clubs.

☞ Durham Monthly Fair took place on Tuesday last, and was one the most successful held during the past year. There was a large number of cattle on the ground, which were readily bought up, at good prices. In addition to the cattle purchased, there were also about three hundred sheep bought. In order that outsiders may have some idea of the importance of our fairs, we have it from one of the buyers that nearly $12,000 was payed for stock here on Tuesday last.

☞ An unfortunate accident occurred on the Toronto bay about 12 o'clock on Sunday last, by which a man named Wm. Bell was drowned. It seems that while out in the middle of the bay in a boat along with a companion, that Bell commenced "larking," and consequently the frail craft capsized, and both were thrown into the water, and before assistance arrived Bell had disappeared and was drowned. Deceased was a brass finisher by trade, and was about 27 years of age, and leaves a wife and three children to mourn his loss. Strong drink had something to do with this melancholy occurrence.

Sir William Colles, of this village, delivered a Masonic lecture in Collingwood, lately, to an appreciative audience of 150.

The Goderich *Signal* says:—"About seven weeks ago, a cargo of refuse salt was purchased for the Bruce Mines, for the purpose of trying the experiment of extracting the copper from the ore, by means of salt and sulphuric acid, without smelting. The experiment has been so far successful that the Jenny Ramball is loaded with a cargo of refuse salt and will sail for the mines.—Several others are to follow. This may come to be an important branch of trade, and, if possible, should be cultivated. It would be an advantage both to shipowners and salt manufacturers."

☞ Egremont Agricultural Society will hold its Fall Show at Holstein, on the 4th of October.

☞ The Annual Exhibition in connection with the South Riding of Grey Agricultural Society, will be in Durham on Thursday next.

☞ The Hamilton *Times* says: "Notice has been received at the Custom House and Post Office from the Government to take coppers and pennies at one and two cents respectively. The sooner these coins are made legal tenders in ordinary business the better.

☞ A scamp named Wagstaff, of Stanley Street, Toronto, while taking a walk with a girl named Annie Chapman, who hailed from the same sweet scented locality, on Saturday night last, pushed her into the bay where she was drowned. Her body was recovered in about an hour afterwards by the detectives. It appears the girl Chapman, aged 18, was in possession of a secret that would have deprived Wagstaff of his liberty, and this is supposed to have been his reason for committing the horrible crime. He was a member of the old Brook's bush gang.

Cholera is raging violently at Cuba.

The War in France.

The Prussian armies are now beleaguering Strasbourg, Metz and Paris. Paris in preparing for its defence has destroyed the useful and beautiful in a reckless attempt to retrieve the French reputation. With its Emperor a prisoner, its military leaders shut up in its own fortresses, and its whole army enfeebled and demoralized, it does not seem to be necessary that it should rush upon further humiliation, by a wanton sacrifice of life and property, such as must obviously attend the bombardment of Paris.

The King of Prussia can well afford to be magnanimous. He has conquered the right to dictate the terms of peace, and, from all appearances, the two parties in the conflict will be permitted either to fight it out or to shake hands and be good friends as may seem best to themselves. The most recent accounts from Paris give rise to the apprehension that in the approaching final struggle, its chief foes will be those of its own household. Parisian mobs are the most mobbish of all mobs. They neither fear God nor regard man when released from those constitutional restraints which are recognized in all civilized communities. The leaders of the Rochefort stamp have the faculty of stirring up the worst passions of the inflammable Celtic nature. If, then, there should be, co-incident with the assault without, a war of factions within its walls, the final scene may be the most appalling of all.

"War," said Cowper, "is a game that, were their subjects wise, Kings would not play at." The right to command and the duty of obedience, are becoming questions for grave consideration.—Unless war is the normal condition of the human race, there should be some other means of deciding a matter in dispute, without disabling, impoverishing and depopulating a country, especially when, as in this case, the great mass of the people upon whom the burden, in its severity falls, are innocent of the quarrel.

If this terrible war should lead to an extensive disarmament on the part of European nations, it will not have been altogether in vain. The immense standing armies of continental Europe not only precipitate the evil which they pretend to avert, but they are a standing menace to the liberties of the people.—The horrors of war have sometimes been attempted to be justified by a supposition that the more intolerable it was made, the more quickly would it cease to infest the world. But the direct contrary seems to be the truth. Severities do but beget severities in return.—It is most certainly a mistaken way of teaching men that they are brothers, by infusing their minds with unrelenting hatred.

The Latest War News.

The German forces are gradually closing in upon Paris, with which there is communication now only by special messengers, the railway and telegraph lines having all been cut off. Von Moltke is, no doubt, completing his arrangements for a vigorous attack, and although there are reports of desultory fighting no serious blow has yet been struck at the city. It is evident that the investment is nearly if not quite complete, for King William has taken possession of Versailles on the south-west of the city, and an attack upon fort Mont Valerian, due west, is spoken of, while we know that last week the Prussians were in force on the opposite side from St. Denis in the north to Villeneuve in the south. It is not yet made apparent whether the Prussians will select some weak part of the defences and make an assault or settle down to regular siege operations; but this will be known in a few days. At present the French capital is practically subjected to a rigorous siege, with little prospect of the garrison and inhabitants being able to beat off their assailants. From other parts of the scene of war there is nothing of importance. Strasbourg and Metz still hold out, though the guns of the former place have been more or less silenced and an attempt may be made at any moment to carry it by storm. The people of the city are said to have formally decided by vote not to surrender till the last—a resolution as heroic as it is unavailing. The despatches indicate that Prussia is more disposed than before to listen to negotiations for peace and to treat with the republican government, provided it can give an assurance that the stipulations of a treaty would be faithfully carried out.

Atrocious Murder.

GODERICH, Sept. 17.—Some two weeks ago our esteemed townsman, Mr. Joel Dean, went up the lake on a hunting excursion. He was accompanied by a youth named William Mercer, aged 16 or 17, whom he hired for the purpose. On Monday, the 12th, this youth returned from the fishing islands, bringing the news that, on Sunday, the 4th inst., he and Mr. Dean were out in a small boat, when it was upset by a squall. Mr. Dean (says Mercer) sunk immediately. He (Mercer) held on to the boat, and was after a time picked up by two fishermen.—Some suspicious circumstances coming to light, Mercer was arrested on a charge of robbery. There were found on his person Mr. Dean's purse, containing some $40, amongst which was a $5 gold pocket piece. He was examined by the Mayor on Tuesday morning, and pled not guilty to the charge of robbery. He afterwards confessed that he had shot Dean through the head. On Wednesday last, a large party, accompanied by Mr. B. Trainer, chief constable, with the prisoner, proceeded to the place where Mercer says he shot Dean. To-day the party returned, bringing the body of Mr. Dean. A large crowd awaited the arrival of the boat at the dock. The excitement was intense on its arrival. It was with much difficulty that the prisoner was conveyed to the jail. Cries of "hang him!" "shoot him!" were heard all over. Altogether, it was one of the most atrocious murders ever committed in this neighborhood.

THE PAPAL POWER.

Advance of the Italian Troops.

THEY ARE RECEIVED WITH GREAT JOY.

FLORENCE, Sept. 17.—The Italian fleet is concentrating at Civita Vecchia.

ROME, Sept. 17.—The inhabitants of the city have received a flag of truce from the general in command of the Italian troops, who have arrived very close to the city. The people have received the truce with great demonstrations of favor, and will not permit the Papal Zouaves to resist the entry of the Italian troops.

FLORENCE, Sept. 17.—The Italian army is quietly but rapidly occupying the Pontificial territory. A number of towns have lately been entered without opposition.

Gen. Kanseler, commander in chief of the Pontificial forces, has refused to surrender the city of Rome.

LONDON, Sept. 18.—The people of Rome are in favor of admitting the national troops, but the Zouaves and clergy restrain them from taking practical steps in that direction.

FLORENCE, Sept. 18.—Baron Arnim, the North German Minister at Rome, has tendered his good offices for the settlement of the present troubles. After some representations General Cordona has granted twenty-four hours to make fresh representations to the Pope, after which immediate steps to enter Rome will be taken. Meanwhile the troops continue their movements to surround that city.

LONDON, Sept. 19.—Rome has not yet been occupied, though the Italians have advanced to within a short distance of the city.

FLORENCE, Sept. 19.—The Italians have occupied Orlondo.

The following is official:—

"The troops on entering Valletre were received with great enthusiasm.—General Bixio, according to advices received this day, is marching on Rome."

FLORENCE, Sept. 18.—An official despatch from the headquarters of the Italian army of occupation in the Roman territory, dated at Monte Rotunda, Sept. 17, says

"Baron Arnim came to General Cardona's quarters by the authorization of the Pope to explain that as foreign military forces for the moment ruled Rome, and his Holiness was unable to prevent resistance to the entrance of the Italian troops, he wished to know what course Gen. Cardona intended to take. The General replied that his purpose was fully set forth in the Royal proclamation. The King had shown great patience, but the fact that foreigners attempted to defend the city and rule the Pope tried that patience severely. Baron Arnim begged a delay of four hours, that he might bring additional influence to bear on the Pope. Gen. Cardona so far yielded as to suspend the attack on Rome 24 hours, but reserving the right to manœuvre his troops, which now encircle the city.

LONDON, Sept. 18.—The latest advices from Florence state that the Pope and the diplomatic corps have taken refuge in the Castle of St. Angelo, and that the capitulation of the city is hourly expected.

WAR NEWS.

THE FRANCO-PRUSSIAN WAR.

LATEST INTELLIGENCE.

AN ENGAGEKENT.

Paris, Sept. 18.—There was an engagement before Fort Jury between the Prussians and three regiments of the line, some battalions of the Garde Mobile and a battery of artillery under the commandant at Fort Jury. At the last movement the Prussians are said to have fallen back.

ANOTHER SHARP FIGHT.

Paris, Sept. 19.—A fight took place yesterday ten miles from Paris between the advanced guard of the Prussian army and a reconnoitreing force of the French forces. The latter were driven back and the Prussians established themselves on the heights which the French had been holding.—The Prussians numbered 30,000. The fight is said to have been very bloody. The French, though beaten, inflicted heavy losses on the Prussians. The contest raged for upwards of two hours.

RED REPUBLICAN MOVEMENT.

Paris, Sept. 19.—The Red republicans continue to placard the walls of the city with handbills announcing a new government. Trouble is apprehended. The citizens declare that they prefer Prussian rule to communism.

London, Sept. 19.—The Daily News correspondent says that Bismarck insists on the evacuation of Metz and Strasbourg or else Paris is to be starved out.

PLUCKY AMBASSADORS.

Paris, Sept. 19.—The Swiss, American and Belgian ambassadors have declined to leave Paris.

PARISIAN FOLLY.

London, Sept. 19.—The *Globe* comments severely on the stupidity of the Parisians in permitting the Prussians to repair the roads and replace the bridges on the line of their advance without interruption.

PROSPECTS OF PEACE.

CIRCULAR OF M. JULES FAVRE.

Paris, Sept. 18.—The *Journal Officiel* to-day publishes a circular from M. Jules Favre, concerning France's representatives abroad. He calls attention to the significance of the earlier date named, for the convention of the the Constituent Assembly, and says the first duty of the government is to defend the soil. It is objected that the government is irregular and without power.—This is admitted, and for this reason is the Assembly convoked. France has demanded the cessation of the war, but prefers disaster to dishonor. It is bad faith on the part of those who declared war to assert that they were forced to do so by a majority of the nation. The Assembly applauded de Grammont's warlike declarations, but some weeks before it also applauded Ollivier's peaceful utterances. The majority were creatures of personal favoritism and considered themselves bound to support even their most perilous contradictions. They refused an examination and voted blind confidence; hence the irremediable misfortune. Europe is challenged to demonstrate that the nation, if conversant with affairs, would have declared war against Prussia. The Provisional Government does not deny the national responsibility of tolerating a government which was destroying the nation. Such government is overthrown and it is a national obligation to repair the evil done. Nevertheless Prussia is determined to crush France. She will meet with a desperate resistance and the world will understand that Prussia desires the destruction of a nation which is represented by an Assembly freely elected. The nation is armed and aroused and determined to defend its soil and independence.

THE CIRCULAR APPROVED.

Paris, Sept. 19.—The diplomatic circular issued by M. Jules Favre has met with the universal approval of the citizens and the opinion is generally expressed that it is the ultimatum of the Provisional government.

London, Sept. 19.—Prussia distinctly says she recognizes no French government, Imperial or Republican. She is reluctant to make peace at present.

FAVRE'S PEACE MISSION.

London, Sept. 19.—Jules Favre has gone to the Prussian headquarters.—Fears are entertained that he will not be received, but he requested of Count Bismarck safe conduct at least and was answered favorably. He set out immediately for Meaux, the present headquarters of the King.

PRUSSIAN POLICY.

Paris, Sept. 19.—Prussia explains that she will be fully prepared to treat for peace only when France presents a Government sufficiently able to enforce a treaty.

London, Sept. 19.—The *Pall Mall Gazette's* correspondence from Rhiems dated Sept. 12 says:—

"Count Bismarck is anxious about the policy to be pursued by the United States Government now that France has been declared a republic."

New York, Sept. 19.—The Berlin correspondent of the *Tribune* telegraphs to-day:—

"M. Favre's last circular is in the main received favorably."

The Garde Mobile around Paris are killing a great number of Prussian scouts.

The Prussians have threatened with death all who attempt to repair railways they destroy.

Advices from Orleans attribute great importance to an engagement which occurred at Vissons yesterday. The Prussians suffered much from the French artillery hidden in the woods. The battle lasted nearly all day. The Prussians were at length forced to retire.

It is reported that the Prussians were badly defeated yesterday in an attempt to storm Fort Mont Valerem, on the west side of Paris.

New York, Sept. 20.—A London despatch to the *Times* says:

"Resolutions were passed by the government of Lyons that in case of surrender by Paris her right to capitulate shall not be recognised by that city (Lyons), and that the people will defend the country to the last man.

A sortie from Metz was ordered, but was subsequently countermanded. The French peasants in that neighborhood continue to murder German officers by picking them off with rifles.

Sale of Lands for Taxes—County of Grey.

To be sold at the Court House, Owen Sound, on Tuesday, 15th day of November next, commencing at 1 p.m.

The amount after each lot represents taxes, costs and charges.

TOWNSHIP OF OSPREY.

	Lot.	Con.	Acres.		$ c.
South ½	8	A		Unpat.	44 16
	26	A		Pat.	79 31
	44	1 S. D. R.		Unpat.	47 66
	45	1	"	"	39 42
	10	2	"	"	46 98
	11	2	"	Pat.	8 05
	12	2	"	"	8 05
	21	3	"	Unpat.	44 29
	30	3	"	"	8 53
	31	3	"	"	8 53
	32	3	"	"	22 18
	35	3	"	"	8 53
	48	3	"	Pat.	23 34
	49	3	"	"	23 34
	50	3	" 80	"	32 42
East ½	53	3	"	Unpat.	17 03
	54	3	"	"	34 10
	55	3	"	"	34 10
S.E.Cor.	80	3	"	Pat.	4 36
	48	1 N. D. R.		Unpat.	11 56
	49	1	"	"	11 56
	42	2	"	Pat.	26 54
	43	2	"	"	26 54
	55	2	"	"	12 24
	75	2	"	Unpat.	43 86
	76	2	"	"	22 50
	21	3	"	"	12 82
	55	3	"	"	33 68
	68	3	"	"	34 03
	69	3	"	"	45 19
	73	3	"	"	32 88
	1	4		Pat.	89 67
	2	4		"	89 67
	7	4	100	"	48 13
	27	4	100	"	62 15
	33	8		Unpat.	73 95
	35	8		"	57 15
	21	9		"	90 41
	29	10		"	58 78
	30	10		"	58 78
	31	10		"	58 55
	23	11		"	66 28
	4	12		"	44 65
	14	12		"	44 65
	12	13		"	82 49
	33	13	100	Pat.	68 23
	6	14		Unpat.	103 41
	12	14		"	76 52
	28	14		Pat.	87 99
	29	14		Unpat.	59 36

Subdivision of East end of lot No. 9, con. A, Osprey, U. Bell St. Pat. 8 57

SINGHAMPTON.

11 Melancthon St. Pat. 7 79

Guelph Markets.

Daily *Advertiser* of Tuesday reports:

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