

ouncil.  
Hall, on Dec.  
the Rev. All  
Minutes of last  
seconded by Mr.  
to the School  
to be paid, and  
for that pur-  
were issued in  
and bridges as  
18.40; War No.  
\$125.25, and  
seconded by Mr.  
ing accounts be  
tion, for elec-  
Borough, for  
own, for postage,  
the Elder, repair-  
T. Davis, for  
90.—Carried.  
seconded by Mr.  
to be paid \$1.50,  
Carried.  
seconded by Mr.  
for be paid \$6  
of the shed  
seconded by Mr.  
for Ward No.  
\$24 as payment  
of Lots 51 and  
is an error in  
seconded by Mr.  
Dishes, Lot 17,  
for 1879.—  
seconded by Mr.  
for Ward No.  
\$5 as payment  
of the East  
G. H. That  
from taxes on S.  
R., and that  
taxes on Lot  
seconded by  
for be exempt  
42, Con. 1, N.,  
and sickness in  
and sickness in  
seconded by  
of Jurors be  
seconded by Mr.  
to be issued in  
the Town Hall.  
seconded by Mr.  
inspecting and  
for the Jurors,  
setting up  
Broom 20c.  
seconded by Mr.  
to be paid \$10  
Collector's Bill  
seconded by Mr.  
to be paid for  
for letting and  
Mr. Neil, \$225  
\$16; Mr.  
for services  
Car-  
were tendered  
the same manner  
the Town Hall,  
therewith.  
chair, it was  
seconded by Mr.  
of this Council  
for the very  
in which he  
his office dur-  
drawn to a  
at the Town  
common, on the  
text.  
TEMS.  
Protestant  
making arrange-  
of Manitoba  
at storm.  
in Madoc just  
his farm of 50  
was found for  
with nitroglycer-  
night, and pa-  
of by the  
gricultural and  
They lost  
hibition at Ot-  
bankrupt.  
that the new  
Queen's Park  
700,000, and it  
than 600,000.  
George Lansted,  
bridge, was con-  
its contents,  
which is hea-  
died communi-  
England and  
English market  
timber. This  
to this commu-  
a, a lad about  
in Seaforth,  
carriage into a  
against his ab-  
carriage with  
passing near-  
at Elora, on  
while the men  
on the Credit  
he was be-  
striking Medi-  
the head,  
deceased was  
y, who lives

**POETRY**  
**Havelock; or, The Warrior's Last Battle**  
The following suitable lines on the death of Gen.  
Havelock, are from the pen of the Rev. H.  
Christopherson, Methodist Minister, of Mitchell:  
The hero has fallen, but not by the sword;  
By a mightier foe is stretched on the wall;  
'Tis the tyrant's hand, who smites the bravest of all;  
'Tis the tyrant's hand, who smites the bravest of all;  
Ye Britons that mourn him,  
Go weep where they've borne him;  
Be sad on his last battle cry,  
As it comes in death's rattle,  
As clear as a bell, 'tis a Christian can die—  
"Come, see how a Christian can die."  
The victor in struggles that staggered the host;  
And counting life worthless his country to save,  
Behold him in conflict the bravest of all;  
And witness how calmly the soldier can fall.  
Ye Britons, be  
Ye do well to sorrow, your champion is down,  
Who saved his country and earned not  
A sword.  
The champion of Britain; but none the less true  
To the God of that flag he defended for us.  
Ye Britons, be  
Then bid ye the laurels ye move for his brow,  
The hero of Lucknow, ever not for them now;  
His eye on glory your honors outshine,  
And that brow is for laurels the angels outwine.  
Ye Britons, be  
Enchanted by music that comes from afar:  
"There's a dirge that music should sing;  
As he reveals in strains from sweet strings unseen,  
Escort him to conquest with 'God save the Queen.'"  
Ye Britons that mourn him,  
Go chant where they've borne him,  
Engraving his last battle cry—  
As it comes in death's rattle,  
As clear as a bell, 'tis a Christian can die—  
"Come, see how a Christian can die."  
—"North-  
Carried.

**A Frightful Disaster in Scotland.**  
London, Dec. 28.—A portion of a bridge across the Frith of Tay was blown down while a train from Edinburgh to Dundee was crossing last night. The wind was so strong that a steamboat was unable to reach the scene of the disaster; but several mail bags have been washed ashore four miles from the bridge. There is no doubt the train is in the water. The passengers, who are certainly all drowned, are estimated at 150 to 200.  
LATER.—The gale having moderated somewhat, the Provost of Dundee and a number of leading citizens started on a steamer to the scene, but have not yet returned. The excitement at Tay Bridge station is appalling. Many thousands of people are congregated, awaiting definite intelligence.  
The missing Dundee train was seen crossing the bridge, then suddenly a flash of fire became visible. The railway officials, in spite of the gale, walked along the bridge from Dundee until they found there was a large gap caused by the fall of two or three of the largest spans.  
London, Dec. 29.—The Manager of the North British Railway, telegraphing from Leithers at four this morning, says several large girders along with the last train from Edinburgh were precipitated into the river last night. There were nearly 300 passengers besides the company's servants, all of whom, it is believed, perished. A dispatch from Edinburgh this morning says that a portion of the bridge which fell crushed several large superimposed girders at the central and navigable portion of the river, which averages from 20 to 55 feet in depth. The train would fall about 88 feet before reaching the water. Some time elapsed before the nature of the disaster was ascertained. The damage to the wires on the bridge and badness of the weather interfered with the transmission of news. Whether the girders were blown down before the train entered the bridge or were carried away with it, will probably never be ascertained, as there were no survivors. The bridge was only opened for traffic in May, 1878, it being considered a triumph of engineering skill. It was about two miles long, had 86 spans, with a width of 245 feet. At the highest point it was 190 feet above high water. The train left Edinburgh at 4.15 in the afternoon, and consisted of four third-class cars, one first class, one second and a brakeman's van. At the last station before entering the bridge the tickets were taken, and the train was then crowded. Vast quantities of the wreckage, doors and roofs of the carriages, together with pieces of the bridge and articles of apparel, are coming ashore. The entire thirteen girders of the long central spans are gone. The night was a bright moonlight, but the wind was blowing a hurricane.  
The Provost of Dundee, and the citizens who accompanied him in a steamer to the scene of the Tay Bridge disaster, have returned. The search about the bridge in small boats revealed no trace of any survivors. The gap in the bridge is about half a mile long, comprising eleven of the longest spans, each 245 feet in length and one 145 feet.  
ANOTHER DISPATCH.  
London, Dec. 29.—A dispatch from Dundee asserts that the number of lives lost by the Tay Bridge disaster does not exceed 90. This is probably an under-estimate. Six bodies have been recovered.  
London, Dec. 29.—The Standard says of the bridge disaster, that when the first feeling of horror which hangs over the country shall have subsided a strict and severe investigation into the causes of the accident will be demanded by the people, and nothing short of a complete answer will be accepted. The gale to which the bridge succumbed was not exceptionally violent, had nothing to do with the accident, which had occurred before the car reached the broken portion. The national reputation is at stake, and the investigation must be searching indeed.  
London, Dec. 29.—The railway authorities now estimate the total lives lost at 75. A telegram from Dundee states that only 36 passenger tickets were taken at the last stopping place, but these do not account for the number of young children requiring no tickets, nor for the number of passengers for Broughty Ferry whose tickets were not taken up. However, if this statement is correct, the loss of life has been greatly over-estimated.  
THE TAY.  
The Frith of Tay is one of the principal estuaries of Scotland. The river by which it is supplied is formed by the junction of two streams, one flowing from Loch Tay and the other from near the borders of Argyll. From the meeting of these two streams the river Tay pursues a tortuous course east and south past Aberdeen, Dundee, and Perth, draining the county of Perth and a part of Forfarshire. At Perth the river becomes a frith, or estuary, widening to the extent of three miles before it joins the Frith of Forth, on the North

**DURHAM MARKETS.**  
DURHAM, Jan. 7, 1880.  
Flour, per 100 lbs. \$8 00 to \$8 00  
Flour No. 2, " 2 75 to 2 75  
Corn Meal " 2 50 to 2 50  
Shorts, " 0 90 to 1 00  
Bran, " 0 50 to 0 50  
Fall Wheat, per bush. 1 20 to 1 25  
Spring Wheat, B. Clafl., 1 15 to 1 20  
Glasgow, 1 20 to 1 21  
Oats, " per bushel. 0 80 to 0 81  
Barley, " 0 35 to 0 46  
Peas, " 0 50 to 0 55  
Hay, per ton. 8 00 to 9 00  
Potatoes, per bag. 0 45 to 0 50  
Pork, per 100 lbs. 5 75 to 5 80  
Beef, " 4 00 to 5 00  
Hides, " 7 00 to 7 50  
Sheepskins, each 0 75 to 1 00  
Butter, per lb. 0 17 to 0 18  
Eggs, per doz. 0 12 to 0 13  
Wood, dry, per cord. 1 50 to 1 50  
Wool, per lb. 0 18 to 0 20  
Apples, per bag. 0 75 to 1 00

**WALKERTON MARKETS.**  
Dec. 24, 1879.  
Fall Wheat ..... \$1 25 to 1 27  
Spring " ..... 1 18 to 1 24  
Oats ..... 28 to 30  
Peas ..... 58 to 61  
Barley, " ..... 0 40 to 0 50  
Wool per lb. .... 0 00 to 0 00  
Flour per bushel. .... 6 00 to 6 40  
Cabbage per doz. .... 26 to 45  
Turkeys per lb. .... 0 to 00  
Geese " ..... 0 to 00  
Onions per bushel. .... 0 00 to 0 00  
Cord wood, dry per cord. 0 00 to 0 00  
Butter per lb. .... 14 to 15  
Eggs per doz. .... 12 to 15

**TORONTO MARKETS.**  
Toronto, Jan. 7, 1880.  
Fall Wheat, per bush. \$1 30 to \$1 31  
Spring Wheat " 1 28 to 1 29  
Barley, " 58 to 60  
Oats, " 27 to 28  
Peas, " 68 to 69  
Dressed Hogs, per 100 lbs 6 20 to 6 30  
Butter, rolls, per lb. .... 19 to 21  
" tub dairy, " 18 to 19  
Eggs, per doz. .... 20 to 24  
Potatoes, per bag. .... 0 60 to 0 60  
Turnips, per bush. .... 25 to 30  
Hay, per ton. .... 7 00 to 10 00

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The Daily Witness is mailed to all its subscribers in America at less than a cent a day. It is the BEST CENT PAPER IN THE WORLD, giving all the latest news by telegraph, editorials on the most important questions, a comprehensive correspondence column, a valuable department devoted to the contemporary press, home and foreign, and a full and complete summary of the news and magazines—in fact, each number is the world's history for a day.  
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—AND—  
**CROCKERY!**  
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**BURNET'S**  
Flour, Feed & Produce Store,  
DURHAM,  
Durham, October, 1879. 742

**Rowswell's Building, Upper Town, DURHAM.**  
The subscriber having commenced Business in Durham, begs to call the attention of the Public, to his large and well assorted Stock of  
**Dry Goods, Groceries, Hats,**  
CAPS, &c., Which upon examination will be found to be  
**THE CHEAPEST IN THE MARKET.**  
All his Goods have been purchased for CASH in the BEST MARKETS, and not intending to do a Credit Business, CASH Customers will find it to their advantage to call and inspect his stock before buying elsewhere.  
Butter, Eggs, and other Trade, Taken in Exchange.  
**H. W. MOCKLER.**  
Durham, Dec. 28, 1879. 796

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**W. F. DOLL'S,**  
Flesherton and Dundalk,  
—FOR—  
**Xmas & New Year GIFTS.**  
A splendid lot of Silver and Electro Plated Cutlery, Cake Baskets, Butter Coolers, Napkin Rings, &c., &c. Gold and Silver Watches, all sizes and prices. A Lot of VERY HANDSOME CLOCKS. Wedding and gem Rings, some real beauties. Cal. Gold Sets, Coral sets, Black sets, Gold Lockets, Chains, Seals, Pencils, Pens, &c., &c. Also a very nice line of FANCY GOODS. Please call and inspect before purchasing elsewhere. Agent for the celebrated Heintzman Piano and Dominion Organ.  
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Flesherton & Dundalk,  
Dec. 1879.

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Merchant Tailor,  
MAIN STREET, DUNDALK.  
IN thanking his numerous customers for their past favors, and soliciting their future ones, he begs to say that he is now fully prepared to execute any orders that may be entrusted to him with neatness and despatch, and at prices the cheapest in the village.  
Cutting Specially Attended to.  
Dundalk, Nov. 10th, 1879.

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Watches, Clocks,  
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