

New Advertisements.

Montage Sale—Besham, Moss, & Co.
Alexander Webster,
Dundas & St. James.

Agents for the Grey Review.
G. R. Middleton,
Dundas & St. James.

THE REVIEW.

Durham, Nov. 10th, 1881.

The Guelph Mercury says that the cost of furnishing the table is fully 25 per cent greater now than in November 1880.

Professor Macoun, so well and favorably known as an explorer in the Northwest, says on the subject of summer frosts in that country.

It would not germinate that fall, that throughout the whole length and breadth of the Northwest complaints as regards summer frosts would cease.

At a special meeting of the Glenside Council held at the Town Hall, the 10th ult.

At the time above mentioned there is always a sudden depression of the usual daily temperature.

No intelligent person disputes the soundness of the principle of free trade.

SAD DROWNING ACCIDENT.—A sad drowning accident occurred at Williamsford on Monday last.

OWING to the crowded state of our columns with other matters, we are unable to give as full a report of the railway opening as we wished.

CONFESSING.—After the Council meeting on Tuesday evening last it was quite amusing to hear some of our Town Fathers discussing the sitting at the Council Board.

TOO MUCH AT ORCH.—The other day at Duntroon, Dr. Kirkland was called on in a great hurry to attend an instructor of the youth in that neighborhood.

RAILWAY OPENING.—The formal opening of the Durham branch of the Georgian Bay and Lake Erie Railway took place on Monday last.

ALEX. LIVINGSTONE.—In Glenelg on Nov. 23, Durham Road, on Saturday, Nov. 19th, of Farm Stock, Implements, &c.

JAMES HARTIE.—In Bentinck, on lot No. 9, on 2, W. G. R., on Thursday, Nov. 24th, of Farm Stock, Implements, &c.

FISLEY MACRAE.—House and Lot at Markdale. Sale at the Bevers House, Markdale, on Tuesday, 22nd Nov.

The first in the pine forests cause annually a heavy loss to Ontario, this year amounting to more than \$10,000,000.

Town Council.

The Town Council met last, in the Chamber on Tuesday evening last, instead of on Monday evening—the regular night, owing to the railway celebration.

The following accounts received, examined and ordered to be paid—R. Horn, Chairman Railway Reception Committee, \$75.78; Lockwood Elvings, gravelling and grading on Chester street, balance in full, charged statute labor, N. V., \$20.00; D. McDonald, contract, charged W. Ward, \$14.75; George Elvings, work on Queen street, charged W. Ward, \$6.75; John Allan, covering bridge, \$3.12; H. J. Middaugh, as Mayor, selecting jurors, \$2; John Moody, Clerk, do., \$2; Thos. Jones, Assessor, do., \$2; Chas. Brown, work on sidewalk, \$8.12; Matthew Scott, building sidewalk, \$12.61.

Mr. Joshua Woodland, senior, complained of parties throwing tin and other refuse over the embankment in rear of his premises and of some of it being put on his property.

Moved by A. C. McKenzie, seconded by James Burnett, that a cheque be issued in favor of the Treasurer of the South Gray Agricultural Society for \$100, being the amount granted by this Council to said Society on the 1st of November, 1880.—Carried.

By-law No. 99, appointing Collector of Taxes for 1881 was introduced, read the required number of times and passed.

Moved by W. A. Anderson, seconded by J. H. Brown, that the Collector furnish a bond executed by two sureties satisfactory to the Mayor and Reeve for \$4,500 each, and that as soon as said bonds are deposited in the hands of the Mayor, that the Clerk be requested to hand over the Collector's Roll to Mr. Roderick McKenzie and that the fee of Collector be placed at \$45.—Carried.

Moved by J. A. Johnston, seconded by J. H. Brown, that the town Constable notify Messrs. Harris & Co. to cease placing their tin or other articles on the street, Durham Road, near Mr. Woodland's, and that he also request them to cover what they have already placed there.—Carried.

Egremont Council met at Holstein on Nov. 9th, 1881. Members all present. Reeve in the chair. Minutes of last meeting read and approved.

Moved by Mr. Lawrence, seconded by Mr. Paul, that Mr. Rogers be paid for boarding the Barton children for two and a half months, \$25.—Carried.

Moved by Mr. Allen, seconded by Mr. McCormick, that the report be adopted and a By-law passed in accordance with the following:—County rate 3 mills; general school rate, 1 mill; railway, 10 1/2 mills in the 4-ten township rate, nothing.—Carried.

A communication from the Clerk of Normandy was received amounting to the ditching of the long swamp. Resolved, that no action be taken on the matter.

A notice was received of a bridge being burned on the Protton trolley, at the 6th and 7th concessions, thereby stopping the travel on the said road. Resolved, that the Reeve inspect the same and see what can be done.

A notice was received from the Clerk of Protton, asking a grant of money to meet a grant from Protton, to be expended on the trolley. Resolved, that no action be taken in the matter.

Mr. Lawrence reported that he had examined the ditch on the gravel road and found it not dangerous.

Moved by Mr. Lawrence, seconded by Mr. Allen, that the report be adopted and amount paid.—Carried.

Resolved, that this Council adjourn to meet again at Holstein on Monday, 21st day of November next, at 10 a. m.—Council adjourned.

Auction Sales.

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The Georgian Bay and Wellington Railway.

The table was beautifully laid out, and the entire unexpressed. Before all the tables were laid four times; but everything was so well arranged that the guests, numbering between three and four hundred, were all served in an incredibly short time.

Monday last was a day long to be remembered by the inhabitants of this town, as giving us a regular connection with the Grand Trunk Line of Canada, in fact, deposing some grumbling and fault-finding, it was a Red Letter Day for Durham, and particularly for those who took advantage of the enjoyable part of the day's proceedings.

The train then started for Palmerston, arriving at this place a few minutes past eight o'clock, thus having travelled the whole length of the new road, which has just been opened, and which passes through a fine farming country the whole distance.

The train was remarkably steady, even more so than over many other railways. At Palmerston our road joins the L. E. & G. B., which runs parallel with the W. G. & D., a distance of nine miles.

The train then made a long run to Stratford, a distance of 26 miles from Listowel, arriving about ten o'clock, having run the whole distance in three hours.

At the platform at Stratford we noticed Messrs. T. M. Daley, S. S. Fuller and Mr. M. Daley, who were the majority of the people at the "Hub" of our railway system did not expect such an invasion, they would have been better prepared to receive the invaders.

The train was again boarded, the Conductor and reinforcements picked up, and the excursion started back for Durham, and after running north through Ellice, Mornington, Elms and Wallace arrived at Palmerston, where the Band with a large number of the citizens of that place were waiting aboard, and after passing through Minto and the corner of Arthur Township, Mount Forest was reached shortly after three o'clock.

The excursionists left the train at the station and headed by the two bands of music, they proceeded to the town hall, where a lunch was served to a few, and the rest left to skirmin for themselves for a few minutes.

The train was again boarded with a few more reinforcements and the run made through Palmerston to Durham, where the excursion arrived back about five o'clock p. m.

The enthusiasm of the excursionists appears to have taken on a new lease of life, as nearly every one of the town was closed up and an immense number of people at the station to welcome back the excursion.

Mr. J. H. Hunter, M. P. P., A. C. McKenzie, John Robertson, W. A. Anderson, Jas. Burnett, H. Storey, Councilors of Durham; Deputy-Reeve and Jas. Allan, Councillor of Egremont; John McCallum, Deputy-Reeve, Bentinck; T. Swan, Mayor, N. Middleton, J. A. Halsted, Thomas Ryan, Capt. Wilfred, E. C. Wood, Councillors, and Mr. McCallum, of Mount Forest; John Prain, Warden of Wellington; Mr. A. McEwen, Mayor, D. Thompson, Reeve, R. Johnston, W. H. Finimore, Dr. Stewart, J. Warden, Councillors; T. McDowell, ex-Mayor, H. H. Clarke and others, of Palmerston; D. H. Hay, T. N. Gibbs, G. Towne, G. Draper, A. Clinie, G. W. Scott, J. A. Hacking, B. Ferguson, A. B. McCallum, B. A. L. Bolton and others, of Listowel; Messrs. Fuller, President of the G. B. & L. E. Railway Company, T. H. Clark and A. Parker, W. Woodstock, D. Scrimmon, Reeve, J. H. Vanston, John Stewart, John Reed, R. H. Lang, T. Yeannoe, Councilors, T. M. Daley, M. C. Carry, W. N. Warburton, W. Davidson, E. H. Heblen, John Gibson, Dr. Hansen, P. M. Workman, C. Neld, of the G. B. & L. E. Railway, and Mr. A. B. Ackerly, Superintendent of the G. B. & L. E. Division, all of Stratford.

On the arrival of the train at the station in this town the people headed by the Palmerston and Mount Forest Bands at once marched into the town, and the bands and people halted at the corner of Leabon street and Ganaraska street, where a number of arms were played, also by Mr. Wm. Grant, of Normanby, on the bagpipes.

A magnificent dinner was prepared by Mr. W. E. McAllister, of the McAllister House, and to which a large number of invited guests and others at once sat down.

Mr. Gladstone at Leeds.

Mr. Gladstone on Saturday visited the Leeds Chamber of Commerce, and addressed a meeting of that body in the Town Hall. The chief portion of the right hon. gentleman's address was devoted to the French Treaty, and he mentioned that the negotiations were progressing.

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Destructive Fire in Stratford.

Stratford, Nov. 4.—About two o'clock this morning, the large mill belonging to W. Mowat, and worked by the Stratford Flour Milling Company, was totally consumed, with its contents. The fire spread to the adjoining block, owned by J. J. O'Neil, which was also completely gutted. Great damage was also done to the blocks owned by J. M. Fraser and John Gibson.

The fire engine was on hand, but was very slow in getting to work, and great indignation is expressed on all hands at the general inefficiency of the fire department, and the tardy manner in which the work is done. Some 45 minutes elapsed before the engine got fairly to work, and the general opinion is that the fire should have been confined to the mill. This loss is estimated at \$20,000, divided as follows:—The W. Mowat Milling Company, \$16,000; insured for \$10,000, as follows:—Western \$4,100, London Association \$5,500, Lancashire \$1,000, Zions \$1,000, Standard \$1,000, J. J. O'Neil, \$8,000; insured for \$10,000, as follows:—Eastern \$2,000, J. M. Fraser, \$2,000, and damaged stock and rear building, fully covered by insurance in several companies, names not known. John Gibson, \$500 to stock and building; fully covered in several companies. G. G. Ewart, \$200 to building fully covered by insurance. Mr. Glass, cigar maker, losses \$700; a total loss