

## French Atlantic Cable.

On the 10th of January the *Great Eastern* on board five hundred miles of Atlantic Cable. The cable is of homogeneous wires covered with a hemp, and further protected by Clark's patent covering. The compound was tested some time when a cable was hauled up in the Persian gulf. The reef covered the cable, but the solution's compound was as bright and day it was put on, although it was three years from the time when it was laid. Mr. Latimer Clark, Mr. J. Jenkin, are the men for the new line. The cable, when shipped from the factory at the hulk, has reached the big wharves on all occasions in perfect order. On board there have been erected wrought iron tanks, in which the cable is stored; the largest of these is 100 feet in diameter. There is no consequence in the paying for the cable as may lay in their

## From Montreal.

Feb. 27.—The imports here in 1868, \$688,693, against \$663,820 in 1867. The Major-General Bissett, here in the spring, is to be appointed to the command at Gibraltar. The 1st Brigade, R. A., are to be moved to Kingston; the 7th and 8th to Quebec; 4th, K Battalion to Toronto; and H Battalion to Montreal. A bill is being signed here for a repeal of the Krupt Act, which, it is said, is a bad law. The Montreal Temperance Society are the Council against the granting of licenses to grocers. A York train ran off the track this morning, throwing a sleeping passenger and 25 feet high, and several passengers. Scarcely any got in. A woman has been leased as a velocipede—the rent to be given to St. Stephen Asylum and the General Dispensary, a woman 37 years of age suddenly this morning of syncope. She delivered of an infant after death operation, but the child was dead. The St. Patrick Hall Association statement was made by the architect could not be morally responsible for the failure of the roof.

Perance Party in the British Parliament.

## TO CORRESPONDENTS

Any person writing to have the address of his paper changed, should be careful to give his name legibly and in full, as well as the names of the Post Offices from and to which he wishes to have his paper changed.

Communications sent to this office, and intended for publication, should in all cases be accompanied by the name of the writer, though the name need not in all cases be published.

## NEW ADVERTISEMENTS.

To Contractor—S. James.  
Littell's Living Age.  
Toronto and Nipissing Railway By-law.

## THE

# Markham Economist.

MARKHAM, THURSDAY, MARCH 4.

## TO THE PUBLIC.

All advertisements (whether continued or new,) inserted in the *ECONOMIST* on and after the 3rd day of November last; and all subscriptions and accounts for job work falling due after that date, must be settled for at this office, or with H. R. Corson, who is our only authorized agent.

D. REESOR.

## THE NARROW GAUGE IN WHITCHURCH.

The Whitchurch by-law, granting aid to the Toronto and Nipissing Railway Company, is before us. It is proposed to aid this enterprise to the extent of \$15,000, by giving debentures for that sum, payable in twenty years, drawing interest at the rate of six per cent. per annum, which interest amounts to \$900 a year. The by-law also provides for the yearly collection of \$750, called a sinking fund, which sinking fund, added to the interest, amounts to \$1,650. The bondholders draw the interest. The Council is expected to invest every year the \$750 sinking fund at six per cent. per annum, collecting the interest and re-investing it in government or other legal securities, until it amounts to the said principal of \$15,000, when they are ready to pay off the debentures. Now, although the debentures will not be due under twenty years, their payment will be provided for at the end of fourteen years, if the township Council invest this sinking fund and accumulated interest every year at six per cent. So that the railway tax will not continue twenty years, as many people sup-

ment of \$1,650, it will require the payment of one mill and one-third of a mill in the dollar. What, then, will be the yearly tax to be paid by one whose property is rated

At \$100? Just 13½ cents; say in round numbers.....	\$0 14
At \$200.....	0 27
At \$500.....	0 67
At \$1000.....	1 34
At \$1844 (the assessed average value of a 100 acre farm in Whitchurch).....	2 46

The reader has now before him: 1st, The total amount to be raised; 2nd, The number of years in which it will be paid; 3rd, The rate per annum on each hundred or thousand dollars of assessment. The lowest sum, 14 or 27 cents per annum, to the laboring man is not oppressive; while \$2.46—the average to be paid on 100 acres of land—is certainly not a sum to frighten anybody, particularly as it is all paid in fourteen years. From these figures anyone who knows for what sum he is assessed can tell how much taxes he will have to pay yearly until all is paid. The next and concluding consideration is the benefits the people of Whitchurch may reasonably anticipate from the building of this road, and whether these benefits will outweigh the amount of taxes the by-law calls for.

The Company has prepared a bond for the municipality of Whitchurch, binding the Company to run the road through the western limit of the village of Stouffville, in the vicinity of the front of the 9th Con. of Whitchurch. This will necessitate the construction of about three miles of road in the township of Whitchurch. Now, the construction of this three miles of road will involve the expenditure of about \$30,000; while the building of the road through Markham will require much of the material to be brought from Whitchurch, and there will be expended in the two townships probably \$90,000. The effect of this will vastly enhance prices of most kinds of products that the farmers have to supply; and the experience in building the Northern Railway and Grand Trunk prove that this railway cannot be built without increasing the value of every article of farm product, from a horse to a pound of butter. The average assessment of one hundred acres of land in Whitchurch is \$2.46 per annum for say fourteen years, making a total in round numbers, of \$35, the cash value of which is say \$25; because, it must be remembered that \$35 includes principal and interest for the whole time the tax will have to be collected, so that the cash value of it strictly speak-

every lover of his country when the effort to do so is rewarded.

## PICKERING C

A special meeting of the Council was held on Thursday, Feb. 27, all present—the Reeve in the chair. Mr. Miller moves, that Whereas, each of the persons having petitioned for a license to keep a township of Pickering, a having reported to this Council persons have the necessary and are otherwise properly trusted with a license; that solve that the Reeve and the necessary certificate, Chas. W. Matthews, J. Sterling, Owen Doyle, Robert Seckir, Elizabeth Fisher and Thomas Lask. Mr. Green moves, that Whereas, the Inspector that Andrew Mason, A Thomas Rurton and James necessary accommodation to keep an hotel in therefore, they, or either this Council for a license Clerk be and are hereby the necessary certificate. On the motion of Mr. M adjourned till Saturday, March next.

## PRESENTATION OF FLETCHER

On the afternoon of 24th, a very pleasant held in Knox's Church, So being to present the Rev. with a testimonial, to our intimate acquaintance with establish a feeling of friendship members of the congregation partaken of tea, enjoyed exchanged kindly greetings. Mr. Clark, Jr., read the address, members and a congregation to the Rev. has been their pastor for years. The address all complimentary terms, to which the Rev. gentleman attached people, and as appreciation of his able ministry, Mr. Clark presented a number of valuable including Chambers' Rev. D. H. Fletcher, in speech, cordially thanked for their address and gift with pleasure. Suitab

Parliament.

temperance party in Great Britain is slowly, but surely, on to victory. Probably be a number of years before a prohibitory law for the whole, but that they will ultimately do one who has studied the history of and who believes in the triumph of evil, can for a moment doubt. A it is to be made during the present of Parliament to secure the passage of the Bill, the principle of which the licensing of drinking shops is a or the decision of the ratepayers. It stated that there are about one hundred twenty members who have more pledged themselves to support the Wilfred Lawson is expected to in the measure in the House of Commons time in March. The question of rapid progress now that the Bill has admitted so many of the laborers to the right of suffrage. A house canvass, in certain districts, shows ten tenths of the working people, and one half of the aristocracy, favor the Bill; while only one-fifth of the classes are friendly to its principles.

### By Atlantic Cable.

on, Feb. 26.—In the case of Saurin, in the trial of which exposures made of convent life in England, a was to-day rendered for the plain is awarded damages to the amount War Office has received official des from New Zealand, announcing success over the rebels. The troops carried, by assault, the Maori strong-hold. The natives made a defence, and lost 200 in killed and, while the British lost 22.

### American News.

ville, Feb. 25.—A negro girl employed as a nurse in the family of J. E. Mosley, and revenged herself by Mrs. Mosley's two year old boy to ye, which resulted in his death.

val Canadian one dollar bank note changed was shown at the Montreal Gazette office today. It had been taken in a bank; and a further test of its dangerous nature the no took it offered it in a broker's office for silver, which was being handed on he told the broker's clerk to stop—that only offered the bill in that way to see if it deceive others as it had him. But looking sely, the alterations are plainly visible. le of the proceeding is that the word where it frequently occurs, is erased, and engraved in its place, both on the back and face of the bill. These alterations may be examination. But there is another not- nt. There were two large figures, one on of the bill in green colour. But this as the common green ink, not the patent the use of which in Canada is exclusively the B. A. Bank Note Company—and figures have evidently been erased by of acids, and ten substituted, printed in ink. Had the original figures been printed patent green, they could not have been and this form of fraud could not have practised. We have, then, here a direct nence of the neglect of this protection. er test by which the genuine tens of this may be known from the ones, is that the have a vignette of the Queen on the left

continue twenty years, as many people suppose, but will be shortened by six years. To illustrate this more fully, say we assess for this sinking fund of \$750 the first year, and the Council put it out on interest at six per cent; then at the end of the

1st year's investment we have	
sinking fund.....	\$750 00
Interest at six per cent.....	45 00
2nd year's sinking fund.....	750 00

Total	\$1545 00
2nd year's interest.....	92 70
3rd year's sinking fund.....	750 00

Total in the 3rd year..... \$2387 70

By the same process continued it will be found that this sinking fund, with the accruing interest, will in

4th year amount to.....	\$3,280 96
5th " " ".....	4,226 85
6th " " ".....	5,230 46
7th " " ".....	6,294 28
8th " " ".....	7,521 93
9th " " ".....	8,617 24
10th " " ".....	9,884 27
11th " " ".....	11,229 32
12th " " ".....	12,650 95
13th " " ".....	14,160 00
Thus at the end of the 13th year we have.....	14,160 00
Interest one year at 6 per cent..	849 60
	\$15,009 60

The fourteenth year it will be seen no sinking fund is assessed, for the amount has only laid at interest during that year, yet we have \$15,009.60, or \$9.60 more than is required to retire the debentures of fifteen thousand dollars. But, suppose we don't choose to pay the debentures when we have the money ready at the end of fourteen years, then this \$15,000 put at interest at six per cent., will yield \$900 per annum—enough to meet the yearly interest on the debentures until they are taken up. We find, then, at the end of thirteen years, all assessment for the sinking fund will have ceased, and at the end of fourteen years all assessment for interest will be at an end. It should be borne in mind, too, that this calculation is based on the sinking fund being invested at only six per cent. If the Council could invest it at a higher rate of interest—say at seven or eight per cent.—it would pay off the whole debt in ten or twelve years.

The total amount of sinking fund for which Whitechurch will be assessed in the thirteen years is.....	\$9750 00
The total interest for the fourteen years.....	12600 00

Grand total of railway tax..... \$22350 00

The whole question is now so plain that he who runs may read.

The amount of interest to be paid annually.....	900 00
The amount of sinking fund annually.....	750 00

Making a total annual tax for \$1650 00

This sum to be levied for thirteen years, and the fourteenth year only \$900 to be

ing would be less than \$25. We ask, then, in all sincerity, is there a single farmer in Whitechurch who would not benefit far more than the sum of \$25, in the enhanced prices he would realise during the building of the road? He would gain this sum in the sale of a single horse, or in the sale of a few head of beef cattle. Again, in the sale of roots, grain and dairy produce. Could any man in his senses doubt, that if he did not from one, he would at least from all of these sources, realise much more than the total railway tax he would have to pay. But the building of the road will be a permanent benefit. The larger Toronto grows the better will be our market during the present as well as future generations, so that the farmer has a great many ways of getting his money back. If he gets two and a-half cents more per bushel on his grain, this increase on one hundred bushels will pay the whole yearly tax on an average hundred acres. This advantage applies to the western part of the township as well as to the east. If prices raise in Toronto with two railways, they will raise in Newmarket and Stouffville. By a special clause in the Toronto and Nipissing Railway Act, passengers can only be charged, at the outside rates, three cents per mile. Now, by the proposed railway it will be twenty-five miles from Stouffville to Toronto. The fare, therefore, from Stouffville could not exceed seventy-five cents. At present the fare from Newmarket to Toronto is one dollar. If, then, the new railway is built, the Newmarket fare, to secure any considerable part of the travel, must be reduced also to seventy-five cents; and it may be that competition will bring both to sixty cents; but we will take the higher rate, and it will be seen that every trip to Toronto and back by Newmarket would save fifty cents. Five trips to Toronto in a year would therefore save two dollars and a half. Again, the competition for freight between the two railways would reduce the freight on grain probably not less than one cent per bushel; but say one-half cent per bushel on all a farmer had to sell, it would, on the average of seasons, pay the whole annual tax, and, after all the debentures were paid, the farmer would still enjoy these advantages. The limits of this article will not allow as to summaries. The reader can easily work out his own calculations. We believe every ratepayer in Whitechurch would, in twenty years, be repaid twelve fold every dollar of railway tax to be raised under the proposed by-law. But suppose he only got his money back once, he would not be out of pocket, and he would be able, at the same time, to

with pleasure. Suit delivered on the occ Bain, of Scarboro'; J. Duncan, of Markha of Knox's College, To

### SALE

Thursday, March 11  
Stock, Impleme  
No. 10, 3rd Con  
of Mrs. J. Flem  
noon. F. Little

Wednesday, March  
bred Ayrshire  
Horses, the pr  
Wheler, on Lo  
from the G. T.  
Pedigree of A  
the day of sale.  
10 o'clock a.m.  
Carter, Auction  
Messrs. J. P. & V  
Ayrshire and Grade  
and seldom equalled  
Parties getting a  
office will receive a

### RAILWAY ME CH

At Aurora.....  
" Steel's Waggon Sh  
" March's School Hou  
" Lemonville.....  
" Bogartown.....  
" Newmarket.....  
" Balantrac.....  
" Vivian.....

NEW YORK, OCTO  
Wheeler and Wilson  
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Pratt, whose Wheel  
machine has been i  
repairing. I beg to  
my Wheeler and W  
sewing fourteen ye  
most trifling repai  
good condition that  
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than a year for fine  
beat this? Yours tr  
Persons wishing t  
will be waited upon  
addressing, C. Cha  
Markham. Send fo  
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THE YOUNG M  
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of the Grammar S  
entertaining and  
views. The whole  
managed, and gave

DONATION PART  
W. M. Church, 10  
having a Donatio  
next, March 10th.  
towards paying mi

as a nurse in the family of J. E. Mosley, and revenged herself by Mrs. Mosley's two year old boy to lye, which resulted in his death.

Royal Canadian one dollar bank note changed in, was shown at the Montreal Gazette office Thursday. It had been taken in a bank; and as a further test of its dangerous nature the who took it offered it in a broker's office change for silver, which was being handed when he told the broker's clerk to stop—that it only offered the bill in that way to see if it deceive others as it had him. But looking closely, the alterations are plainly visible. Mode of the proceeding is that the word where it frequently occurs, is erased, and engraved in its place, both on the back and on face of the bill. These alterations may be on examination. But there is another not-point. There were two large figures, one on the back of the bill in green colour. But this was the common green ink, not the patent—the use of which in Canada is exclusively by the B. A. Bank Note Company—and figures have evidently been erased by use of acids, and then substituted, printed in green ink. Had the original figures been printed in patent green, they could not have been erased, and this form of fraud could not have been practised. We have, then, here a direct consequence of the neglect of this protection. Another test by which the genuine tens of this note may be known from the fakes, is that they do not have a vignette of the Queen on the left hand face of the bills.

Garrel was on Monday, Feb. 22, fined \$100 in the Quebec Criminal Court for threatening to slap Solicitors-General's face. He paid the fine; gave notice of appeal to the Privy Council. The appeal was only a little buncombe. He has no idea of going to the Privy Council with the case. He is better than that.

enough to meet the yearly interest on the debentures until they are taken up. We find, then, at the end of thirteen years, all assessment for the sinking fund will have ceased, and at the end of fourteen years all assessment for interest will be at an end. It should be borne in mind, too, that this calculation is based on the sinking fund being invested at *only* six per cent. If the Council could invest it at a higher rate of interest—say at seven or eight per cent.—it would pay off the whole debt in ten or twelve years.

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ment, to secure any considerable market rate, to secure any considerable part of the travel, must be reduced also to seventy-five cents; and it may be that competition will bring both to sixty cents; but we will take the higher rate, and it will be seen that every trip to Toronto and back by Newmarket would save fifty cents. Five trips to Toronto in a year would therefore save two dollars and a half. Again, the competition for freight between the two railways would reduce the freight on grain probably not less than one cent per bushel; but say one-half cent per bushel on all a farmer had to sell, it would, on the average of seasons, pay the whole annual tax, and, after all the debentures were paid, the farmer would still enjoy these advantages. The limits of this article will not allow as to summaries. The reader can easily work out his own calculations. We believe every ratepayer in Whitechurch would, in twenty years, be repaid twelve fold every dollar of railway tax to be raised under the proposed by-law. But suppose he only got his money back once, he would not be out of pocket, and he would be able, at the same time, to feel that he has, without loss to himself, encouraged the opening up of the country and brought into settlement hundreds of thousands of acres of wild lands that at present are an unproductive waste. To turn such lands into happy homes is the duty of

my Wheeler and sewing fourteen most trifling rep good condition this it for your latest 350,000). One than a year for first beat this? Yours

Persons wishing will be waited up addressing, C. Ch Markham. Send of work.

THE YOUNG M basement of the village, on Tuesday inst., was very no oysters were excellent music well selected. H. H. Hu of the Grammar entertaining and views. The who managed, and ga

DONATION PAR W. M. Church, 10 having a Donat next, March 10th towards paying n

LITTLE'S LIV attention to the above heading. work for eighteen be the best litera published in Am

ONTARIO ARCHIVES  
TORONTO

best that can be devised in point of economy or adaptation to our wants. We have the most cheering prospects now of the work starting in the month of May. If Scarboro' and Whitechurch are carried, Scott is sure, and we are in a position to say in that case, that the Toronto and Nipissing Railway will be under way before the Toronto, Grey and Bruce. The road that starts first will be sure of success. Remember the meeting on Friday.

### WHITCHURCH MEETINGS AND BY-LAW.

A series of meetings have been held in Whitechurch during the past week and generally with good results. Those who were at first opposed to the by-law are gradually modifying their opposition. Of course, there always will be some in every township that never forget anything, nor ever learn anything; but, thank fortune, since the school master has gone abroad their number continues to grow less every day; and should the present by-law fail, it will be tried again and again until the work is done. Whitechurch has made a great step in advance already in furnishing so many sterling friends of the by-law. Many who at first hesitated are now convinced that it would be greatly to the benefit of Whitechurch to carry the by-law; but in deference to the unwillingness of some of their neighbors they at first seemed undecided, but now they feel it their duty to act, and we trust they will act effectually.

A very intelligent farmer in Whitechurch remarked to us the other day that he should feel ashamed of his township if the by-law were not carried, after Uxbridge, on one side, giving fifty thousand dollars, and Markham, on the other, giving thirty thousand dollars, while Whitechurch would be quite as much benefitted. He would feel as though he had been guilty of a mean act in refusing to aid where he shared the benefit. These are golden words, and before the agitation is over we believe Whitechurch will prove she has a majority of just such honourable men.

THE PHRENOLOGICAL JOURNAL for March contains—The Champions of Social Reform—Mrs Elizabeth Cady Stanton and Miss Susan B. Anthony; Ole Bull, the great violinist; Samuel A. Crowther, the negro Bishop; John J. Watson, American Musician; Man's power over Death; Peltier, a Phrenologist; Among the Pacific Islanders; Quaker Religion; Witchcraft; The Woman Question in Germany; George Ottinger, the Rocky Mountain Artist; Friend, Go up Higher; Phantasmagoria, or Sketches of distinguished personages; Prosperity; Equality; Tibetan Women; Sir Humphrey Davy's Experiments, etc. With many portraits and other illustrations. Only 30 cents, or \$3 a year. Address S. R. Wells, 389 Broadway, N. Y.

ment of nine-tenths of a mill in the dollar. This would involve taxation on property assessed

At \$100, a payment of a yearly rate of \$0 09	
" 200, " " " " 0 18	
" 300, " " " " 0 27	
" 500, " " " " 0 45	
" 1000, " " " " 0 90	
" 2000, " " " " 1 80	

And so on according to the sum at which each ratepayer's property is assessed. Thus any one can estimate the amount of tax he has to pay if he knows the sum for which he is rated upon the assessment roll, being at the rate of nine cents for each \$100, or ninety cents to each \$1,000. This taxation covers interest and principal; and by the Council investing the sinking fund at six per cent. per annum, the whole amount will be provided for in less than fourteen years; so that for the last six years of the twenty named in the by-law no tax will be levied either for principal or interest. It is also our duty to state that the Railway Company has given a bond to the municipality of Scarboro' binding the Company to establish two stations in the Township—a regular station within one and a-half miles of the Scarboro' station on the Grand Trunk Railway, east or west, and a flag station between that and the Markham townline. We may also state that all the expenses connected with the former by-law were honorably paid by the Railway Company. These, then, are the circumstances and conditions upon which the by-law is submitted, and we now leave it entirely with the ratepayers, each elector to be guided by his own intelligent judgment as to whether the benefits to be derived from the building of the railway, by improving markets or otherwise, will be equal to the amount of taxes unpaid.

GEORGE CHESTER, Reeve.  
DONALD G. STEPHENSON, Deputy-Reeve.  
SIMON MILLER,  
MARSHALL MACKLIN, JR.,  
JAMES McCOWAN, Councillors.

### RECIPROCITY.

Nothing could be more short sighted than the course of too many Canadian journalists, in continually indicating the willingness of Canada to renew the Reciprocity Treaty with the United States. Our neighbors, in a fit of anger, caused the abrogation of the treaty, thinking we could not do without it. Now, when they want it renewed let them ask for it. They imagine they can force Canada into annexation by refusing to trade with us. The sooner they understand that we are doing very well without reciprocity the better. Ship loads of Canadian products leave Montreal, Quebec and Halifax for the West Indies, South America, the coast of Africa and Australia that a few years ago took in their cargoes at New York or Boston. We have found new channels and new

9th	"	"	8,017 24
10th	"	"	9,884 27
11th	"	"	11,990 39
12th	"	"	12,650 95
13th	"	"	14,160 00
Thus at the end of the 13th year we have.....			14,160 00
Interest one year at 6 per cent. . . . .			849 80
			\$15,009 80

The fourteenth year it will be seen no sinking fund is assessed, for the amount has only laid at interest during that year, yet we have \$15,009.80, or \$9.80 more than is required to retire the debentures of fifteen thousand dollars. But, suppose we don't choose to pay the debentures when we have the money ready at the end of fourteen years, then this \$15,000 put at interest at six per cent., will yield \$900 per annum—enough to meet the yearly interest on the debentures until they are taken up. We find, then, at the end of thirteen years, all assessment for the sinking fund will have ceased, and at the end of fourteen years all assessment for interest will be at an end. It should be borne in mind, too, that this calculation is based on the sinking fund being invested at only six per cent. If the Council could invest it at a higher rate of interest—say at seven or eight per cent.—it would pay off the whole debt in ten or twelve years.

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on his grain bushels will average him applies to the as well as the Toronto will in Newark special clause Railway A charged, at per mile. it will be two to Toronto Stouffville five cents. Newmarket then, the market fare part of the seventy-five petition will we will take seen that even Newmarket trips to Toronto save two dollars competition railways would probably not but say one-farmer had of seasons, and, after the farmer wages. The allow us to easily work believe ever would, in two fold every day under the price he only got to not be out of at the same without loss opening up a settlement of wild land-ductive waste happy homes his country, do so will be ham Econo

New York Wheeler and tlemen—Re Pratt, whose machine has repairing. I my Wheeler sewing four most trifling good condition it for year 350,000. than a year beat this? Persons will be waiting addressing. Markham. of work.

Playter?

Washington, and was

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## NEW ADVERTISEMENTS.

To Contractors.  
Meetings on Fruit Culture.  
Globe Hotel—A Yake.  
Removal—Dr. Comisky.

THE

# Markham Economist.

MARKHAM, THURSDAY, MARCH 11.

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D. REESOR.

## RAILWAY MEETING IN STOUFFVILLE ON SATURDAY NEXT.

A grand rallying meeting will be held at Chinn's Hall, Stouffville, on Saturday evening, at 7 o'clock. Let there be a good turn out from all directions. Be up and ready for the contest.

## SCARBORO' RAILWAY MEETINGS.

A preliminary meeting will be held at Johnson's Hall, Woburn, on Friday (tomorrow) evening, at seven o'clock, to make arrangements for holding meetings and a general canvass of the township before the voting day arrives. The members of the Council, and as many friends of the railway by-law as possible are requested to attend. Now that so much has been done throughout this line of road, surely the intelligent men of Scarboro' will not allow the work to fail or be indefinitely postponed. Nor can we believe they will sanction the foolish idea that the government should take up the question. If the government aid this road they must aid all the other roads, and it will cost us far more in the end than if we voluntarily take the matter up ourselves. The present scheme is the best that can be devised in point of economy or adaptation to our wants. We have the most cheering prospects now of the work starting in the month of May. If Scarboro' and Whitchurch are carried,

## HURRAH FOR BROCK.

Brock has voted FIFTY THOUSAND DOLLARS to aid the Toronto and Nipissing Railway by a majority of more than two to one.

For the by-law ..... 287  
Against it..... 123

Majority for by-law..... 164

Let the friends of progress in Whitchurch and Scarboro' take courage. The good cause must sooner or later prevail. At the first election in Brock the by-law was beaten by a majority of twenty-seven; now it is carried by a majority of two to one. Just so the present efforts in Scott are promising to prove successful. The Reeve of Scott, who prevented the by-law carrying last year, is now denounced as a traitor to the township—as having sold himself to Whitby. He pandered to the people's prejudices against taxation until he carried his last election, then went to Whitby and supported a motion to tax the county for \$100,000 for the Whitby road.

It requires something startling to open the eyes of the people. They are now wide awake, and will be soon able to carry a by-law. In Whitchurch the feeling is every day growing better. They have to contend with the influence of the Northern Road, just as Uxbridge and Brock had to contend with Whitby. One good sign in Whitchurch is, that all the intelligent, sound-thinking men are in favor of the by-law. With such support sooner or later it will prove a success. Scarboro' may be regarded as safe if her leading men prove true to her interests, and we believe they will. Since Brock, Uxbridge and Markham have granted \$130,000, surely Whitchurch and Scarboro' can give \$25,000. We say to our friends, then, work; leave no stone unturned. If it carries now it will save the expense of another agitation, and the work will be sure to go on at once.

## TO THE RATEPAYERS OF SCARBORO'.

A by-law having been submitted to the ratepayers of Scarboro', granting a bonus of \$10,000 to aid the Toronto and Nipissing Railway Company, the undersigned feel it their duty to explain the position in which the question is now before the township. The passage of this by-law will involve taxation for about fourteen years on the following basis: The total assessment on real and personal property in the township is \$1,230,320. To pay \$10,000 to the Railway Company it will require an assessment of nine-tenths of a mill in the dollar. This would involve taxation on property

At \$100, a payment of a yearly rate of \$0 09  
" 200, " " " 0 18  
" 300, " " " 0 27  
" 500 " " " 0 45

markets for many of our products; while the United States are still glad to get our barley, wool and lumber, by paying our prices and the duty they impose upon themselves. We are, therefore, doing well without the treaty, and will every succeeding year miss still less its abrogation. The share the New York and Boston merchants hitherto had in our trade has been cut off or greatly reduced; while we are finding new markets with an average of as good prices.

## THE WHITCHURCH BY-LAW.

By special request we re-publish the following article on the Whitchurch by-law:

The Whitchurch by-law, granting aid to the Toronto and Nipissing Railway Company, is before us. It is proposed to aid this enterprise to the extent of \$15,000, by giving debentures for that sum, payable in twenty years, drawing interest at the rate of six per cent. per annum, which interest amounts to \$900 a year. The by-law also provides for the yearly collection of \$750, called a sinking fund, which sinking fund, added to the interest, amounts to \$1,650. The bondholders draw the interest. The Council is expected to invest every year the \$750 sinking fund at six per cent. per annum, collecting the interest and re-investing it in government or other legal securities, until it amounts to the said principal of \$15,000, when they are ready to pay off the debentures. Now, although the debentures will not be due under twenty years, their payment will be provided for at the end of fourteen years, if the township Council invest this sinking fund and accumulated interest every year at six per cent. So that the railway tax will not continue twenty years, as many people suppose, but will be shortened by six years. To illustrate this more fully, say we assess for this sinking fund of \$750 the first year, and the Council put it out on interest at six per cent.; then at the end of the

1st year's investment we have	
sinking fund.....	\$750 00
Interest at six per cent.....	45 00
2nd year's sinking fund.....	750 00

Total .....	\$1545 00
2nd year's interest.....	92 70
3rd year's sinking fund.....	750 00

Total in the 3rd year..... \$2387 70

By the same process continued it will be found that this sinking fund, with the accruing interest, will in

4th year amount to.....	\$3,280 96
5th " " .....	4,226 85
6th " " .....	5,230 46
7th " " .....	6,294 28
8th " " .....	7,521 93
9th " " .....	8,617 24
10th " " .....	9,884 27
11th " " .....	11,299 39
12th " " .....	12,850 95
13th " " .....	14,160 00

Thus at the end of the 13th year we have..... 14,160 00  
Interest one year at 6 per cent.. 849 60

acts of land—frighten anybody paid in fourteen anyone who knows can tell to pay yearly and concluding the people of W anticipate from and whether the amount of the The Company the municipality Company to run tern limit of the the vicinity of of Whitchurch. construction of in the township construction of involve the expense while the built Markham will r rial to be brou there will be e ships probably this will vastly of products that and the experie ern Railway an this railway co creasing the va product, from a The average acres of land r annum for say total in round value of which must be reme principal and the tax will that the cash ing would be then, in all farmer in W benefit far m in the enhance ing the buildi gain this sum or in the sale Again, in the produce. Cou that if he did least from all more than the have to pay. will be a per Toronto grow during the pro tions, so that ways of get gets two and on his grain bushels will p average hun applies to the as well as to Toronto will

Mr. Stephenson, seconded by Mr. Mc-

12th	12,850 00
13th	14,160 00
Thus at the end of the 13th year	
we have	14,160 00
Interest one year at 6 per cent.	849 60
	\$15,009 60

The fourteenth year it will be seen no sinking fund is assessed, for the amount has only lain at interest during that year, yet we have \$15,009.60, or \$9.60 more than is required to retire the debentures of fifteen thousand dollars. But, suppose we don't choose to pay the debentures when we have the money ready at the end of fourteen years, then this \$15,000 put at interest at six per cent., will yield \$900 per annum—enough to meet the yearly interest on the debentures until they are taken up. We find, then, at the end of thirteen years, all assessment for the sinking fund will have ceased, and at the end of fourteen years all assessment for interest will be at an end. It should be borne in mind, too, that this calculation is based on the sinking fund being invested at *only* six per cent. If the Council could invest it at a higher rate of interest—say at seven or eight per cent.—it would pay off the whole debt in ten or twelve years.

The total amount of sinking fund for which Whitchurch will be assessed in the thirteen years	\$9750 00
The total interest for the fourteen years	12600 00

Grand total of railway tax	\$22350 00
The whole question is now so plain that he who runs may read.	
The amount of interest to be paid annually	900 00
The amount of sinking fund annually	750 00

Making a total annual tax for \$1650 00

This sum to be levied for thirteen years, and the fourteenth year only \$900 to be raised, when the whole debt is provided for.

Now, let us see what the ratepayers have before them. The total assessed value of rateable property in Whitchurch, as stated in the by-law, is \$1,234,320. The by-law also states that, to raise the yearly assessment of \$1,650, it will require the payment of one mill and one-third of a mill in the dollar. What, then, will be the yearly tax to be paid by one whose property is rated

At \$100? Just 13 1/3 cents; say in round numbers	\$0 14
At \$200	0 27
At \$300	0 67
At \$1000	1 34
At \$1844 (the assessed average value of a 100 acre farm in Whitchurch)	2 46

The reader has now before him: 1st, The total amount to be raised; 2nd, The number of years in which it will be paid; 3rd, The rate per annum on each hundred or thousand dollars of assessment. The lowest sum, 14 to 27 cents per annum, to the laboring man, is not oppressive; while \$2.46—the average to be paid on 100

average hundred acres. This advantage applies to the western part of the township as well as to the east. If prices raise in Toronto with two railways, they will raise in Newmarket and Stouffville. By a special clause in the Toronto and Nipissing Railway Act, passengers can only be charged, at the outside rates, three cents per mile. Now, by the proposed railway it will be twenty-five miles from Stouffville to Toronto. The fare, therefore, from Stouffville could not exceed seventy-five cents. At present the fare from Newmarket to Toronto is one dollar. If, then, the new railway is built, the Newmarket fare, to secure any considerable part of the travel, must be reduced also to seventy-five cents; and it may be that competition will bring both to sixty cents; but we will take the higher rate, and it will be seen that every trip to Toronto and back by Newmarket would save fifty cents. Five trips to Toronto in a year would therefore save two dollars and a-half. Again, the competition for freight between the two railways would reduce the freight on grain probably not less than one cent per bushel; but say one-half cent per bushel on all a farmer had to sell, it would, on the average of seasons, pay the whole annual tax, and, after all the debentures were paid, the farmer would still enjoy these advantages. The limits of this article will not allow us to summarize. The reader can easily work out his own calculations. We believe every ratepayer in Whitchurch would, in twenty years, be repaid twelve fold every dollar of railway tax to be raised under the proposed by-law. But suppose he only got his money back once, he would not be out of pocket, and he would be able, at the same time, to feel that he has, without loss to himself, encouraged the opening up of the country, and brought into settlement hundreds of thousands of acres of wild lands that at present are an unproductive waste. To turn such lands into happy homes is the duty of every lover of his country, particularly when the effort to do so will bring its own reward.—*Markham Economist*, March 4, 1869.

NEW YORK, OCTOBER 20, 1868.—Messrs. Wheeler and Wilson, 625 Broadway. Gentlemen—Referring to the challenge of Mr. Pratt, whose Wheeler and Wilson sewing machine has been in use ten years without repairing. I beg to state that I have used my Wheeler and Wilson machine in family sewing fourteen years, without even the most trifling repairs; and it is now in so good condition that I would not exchange it for your latest number (now upward of 350,000). One needle served me more than a year for fine sewing. Can any one beat this? Yours truly, Mrs. Anne Warner.

Persons wishing to purchase a machine, will be waited upon at their residences, by addressing, C. Chapman, travelling agent, Markham. Send for circular and sample of work.

by the treasurer to Cranwick Craven, for his service as returning officer for Division No. 2.—Carried.

Mr. Stephenson, seconded by Mr. McCowan, moves that the Clerk do get four hundred copies of the by-law granting aid to the Toronto and Nipissing Railway Company at the Economist office.—Carried.

Mr. Miller moves, seconded by Mr. McCowan, that this Council do now adjourn to meet again on the first Monday in April next.—Carried.

# "MARTIN LUTHER AND HIS TIMES."

The Rev. Wm. Stephenson, of Toronto, delivered a lecture on "Martin Luther and his times," in this place, on Friday evening last, to a small but attentive audience. The lecturer gave a sketch of the life of the great Reformer, from early childhood up to the time of his separation from the then acknowledged church. His marking out an independent course; the advocacy of his views; the fortitude, the firmness, the determination and the earnestness with which he combated all opposition; the establishment of the Protestant religion; and the final success attending his almost superhuman labours, were touched upon by the lecturer in a masterly manner. A more able, highly-finished, and scholarly discourse has never been delivered in this place; and we are only sorry there were so few present to hear it. The small attendance was owing to the fact that it was not generally known Mr. Stephenson was coming to Markham—it not having been properly announced.

## SALE REGISTER.

Thursday, March 11.—Credit Sale of Farm Stock Implements, &c., on rear of Lot No. 10, 3rd Con. Scarborough, the property of Mrs. J. Fleming. Sale at 12 o'clock noon. F. Little, Auctioneer.

Thursday, March 25.—Credit Sale of Farm Stock, Implements, Beef Cattle, Seed Barley, &c., on rear of Lot No. 22, 8th Con. Markham, the property of Robt. Laidlaw. Sale to commence at ten o'clock. Lunch at noon. J. M. Patterson, Auctioneer.

Wednesday, March 31.—Sale of Thoroughbred Ayrshire and Grade Cattle and Horses, the property of J. P. & Wm. Wheler, on Lot 21, Con. C, one mile from the G. T. R. station, Scarborough. Pedigree of Ayrshire stock given on the day of sale. Sale to commence at 10 o'clock a.m. Lunch at noon. John Carter, Auctioneer.

Messrs. J. P. & Wm. Wheler's stock of Ayrshire and Grade Cattle is not surpassed and seldom equalled in the Province.

Parties getting sale bills printed at this office will receive a notice as above free.

## RAILWAY BY-LAW.

Polling places in Whitchurch on Tuesday next, the 16th inst:

- Division No. 1—At P. Steel's carpenter shop
- " 2—At Bogartown.
- " 3—At Lemonville.
- " 4—At Vivian.

Friends of the railway go early and vote for the by-law.

his Lincoln during the heat and conflict of the rebellion, she has won on this side of water only friends by her ladylike and self-conduct. The best friends of America think she has been treated rather cruelly. Military men are unanimous in opinion that she is as entitled to a pension as any soldier's widow, for by our constitution the President is the head of the Army, she fell in the cause of the country.—*Boston Journal.*

#### The Cabinet Complete.

The President yesterday completed his cabinet by the nomination of Hamilton Fish, Secretary of State, vice Elihu B. Estlin, resigned to accept the French mission. George S. Boutwell, Secretary of the Treasury, vice Alexander T. Stewart, resigned, and Gen. John A. Rawlins, Secretary of War, vice Gen. John M. Schofield, resigned to resume his position in the Army. The full Cabinet stands as follows:

Hamilton Fish, New York, Secretary of State.  
George S. Boutwell, Mass., Secretary of the Treasury.

John A. Rawlins, Ill., Secretary of War.  
Adolph E. Rine, Penn., Secretary of the Navy.

Jacob D. Cox, Ohio, Secretary of the Interior.

E. Rockwood Hoar, Mass., Attorney-General.

John A. J. Crosswell, Maryland, Postmaster General.

This is a strong and safe Cabinet, and will prove harmonious and efficient. We do not pronounce it abler than the original one, yet it will not suffer by comparison with that. There is not a man in it who sought his position, nor one who has accepted cheerfully, in full resolve to do his work heartily. Possibly, Mr. Hoar may hereafter withdraw, because there is no other member from Massachusetts; yet, in the absence of a better reason for doing so, we have trust there will be no haste in the dismissals. Every one is now a thorough republican, though Gen. Rawlins was formerly a Douglas Democrat. Mr. Boutwell, originally a Democrat, was chosen Governor of Massachusetts by a coalition of the Democratic and Free Soil parties, and has been a Republican ever since the party was organized. The Administration is now perfected and ready to go to work.—*N.Y. Tribune, March 12.*

#### By Atlantic Cable.

London, March 13.—A deputation with the Mayor of Dublin at its head proceeded to Windsor Castle this afternoon and presented to the Queen a petition praying for the disestablishment of the Irish Church.

London, March 13.—The Duke of Montpensier declared that he does not seek the Spanish throne; that should he be chosen king, he will accept the crown; but he wishes that the question of his election may not be made a pretext for civil war.

Madrid, March 14.—In the Constituent Cortes last week minister Sagasta asked for power to raise 25,000 recruits, which he said were necessary to complete the army. After a long debate the majority of the Cortes voted in favor of granting the power to the minister; but resolutions were passed declaring that in the future military conscriptions should be discontinued.

usually the control of our own destinies, we can scarcely expect to escape bearing at least a portion of the expenses involved in the defence of the country. Upon this question we think Mr. Brown right and Mr. Blake wrong. Then in regard to the Hudson's Bay Territory, the settlement of which Mr. Brown has so ably advocated, there is no doubt that upon this question Mr. Brown is not only consistent but right; while Mr. Blake is again astray. These are all vital questions of principle, and it is unfortunate that our leaders should be so divided upon their merits. On the other hand, while we cannot agree with Mr. Blake in his views on these questions, we admire his independence of opinion. To speak out fearlessly one's sentiments and convictions has generally a wholesome effect in maturing measures before the Legislature. The slavish following, regardless of one's own convictions of what is right or wrong, is the most contemptible position a public man can occupy. But, on the other hand, it is most injurious to party success for its most prominent or leading men to differ so widely on the great questions of the day, as do Mr. Brown and Mr. Blake. If they diverge a little wider it may be asked which is to be read out of the party.

#### THE WHITCHURCH BY-LAW.

The Whitchurch by-law, granting \$15,000 to aid the Toronto and Nipissing Railway, has been defeated after a pretty close contest by the small majority of twenty-four votes. Two weeks ago it was predicted by some of the friends of the road that the by-law would be lost by one hundred and fifty majority. Down to one week ago it was claimed that there would be a majority of one hundred against it. The friends of the by-law have at least the satisfaction that they have nobly done their duty in bringing down the majority to twenty-four votes. But what next? Three courses are open to the Railway Company: 1. To give Whitchurch no railway station. 2. To give Whitchurch a station, but to charge higher rates proportionately than at the stations in Markham and Uxbridge. But a better course, if there were time to have it done, would be to divide the township—cut off the three front Concessions and let them go, and carry the by-law in the balance of the township. But probably the best course of all would be to try another vote and carry the by-law, as we believe it yet might be done, in the whole township.

was ordered to pay Stephen Gardiner the sum of \$25 71, for keeping a foundling.

On motion of Mr. Miller, the Treasurer was ordered to pay Adam Fullarton and Joseph Monkhouse each the sum of \$6 for their services as Auditors.

On motion of Mr. Mackey, the Treasurer was ordered to pay George Salton \$2.50 for repairing a road scraper.

Mr. Miller moved that the sum of \$140 be appropriated from the general fund of the township of Pickering for cutting and grading the hill on the northern townline opposite Lot No. 26, this present year, on condition that the corporation of the township of Uxbridge expend an equal amount, and that the work be done under the direction of the Reeves of Uxbridge and Pickering.

On motion of Mr. Green, the Treasurer was ordered to pay P. Larken the sum of \$100 for services rendered as Collector for 1868.

On the motion of Mr. Mackey, the Council stands adjourned till Saturday, the 10th day of April next.

#### SALE REGISTER.

Thursday, March 23.—Credit Sale of Farm Stock, Implements, Beef Cattle, Seed Barley, &c., on rear of Lot No. 22, 8th Con. Markham, the property of [Robt. Laidlaw. Sale to commence at ten o'clock. Lunch at noon. J. M. Patterson, Auctioneer.

Wednesday, March 31.—Sale of Thoroughbred Ayrshire and Grade Cattle and Horses, the property of J. P. & Wm. Wheler, on Lot 21, Con. C, one mile from the G. T. R. station, Scarborough. Pedigree of Ayrshire stock given on the day of sale. Sale to commence at 10 o'clock a.m. Lunch at noon. John Carter, Auctioneer.

Messrs. J. P. & Wm. Wheler's stock of Ayrshire and Grade Cattle is not surpassed and seldom equalled in the Province.

Wednesday, March 31.—Credit Sale of Farm Stock, Implements, &c., on Lot 6, 9th Con. Markham, the property of Mr. W. E. Beebe. Also, at the same time and place, the farm, consisting of upwards of 51 acres; also, a village lot in Boxgrove. Sale to commence at 12 o'clock, noon. F. Little, Auctioneer.

Parties getting sale bills printed at this office will receive a notice as above free.

ACKNOWLEDGMENT.—The managers of the Boys' Home have much pleasure in acknowledging with thanks, the receipt of 6 rolls of butter and 27 loaves of bread, taken for light weight per Mr. Charles Fisher. By order of his Worship the Mayor. The managers at the same time express their thanks to Mr. John Marshall constable of Markham, who has so very liberally (through the *Leader*) contributed to the Boys' Home \$10, being his share of a fine imposed upon a Hotel keeper in that village.—*Leader, March 12.*

logues, &c. All interest of our Grammar School attend. See advertisement.

#### Fourteen Days.

T. H. Miller & Co. bargains in Dry Goods, &c. paring for a heavy stock. Improve the present opportunities. See advertisement.

#### THE LADY'S FRIEND.

March number of the "Monthlies," opens with a long article called "In the Fire," side dreams are taking various shapes. This is followed by some colored steel fashioning an amusing engraving of "Early" (at the party). A usual large number of new to the fashions, needle work literary contents, "A deeply interesting novel" by the author of "East Lynne," and romantic story, "Be continued. Among the new note "The Story of Two" Perry; "Gracie with the Poem by Florence Per Amanda M. Douglas; able intelligence &c. P. & Peterson, 316 Walnut at \$2.50 a year (which large steel engraving). Five copies (and one "Lady's Friend" and "The King Post," (and one engraving).

#### New York, October.

Wheeler and Wilson, 62 N. 11th St.—Referring to the Pratt, whose Wheeler's machine has been in use repairing. I beg to state my Wheeler and Wilson sewing fourteen years, most trifling repairs; a good condition that I want for your latest number 350,000. One needle than a year for fine sewing beat this? Yours truly,

Persons wishing to purchase will be waited upon at the address, C. Chapman Markham. Send for catalogue of work.

#### ANOTHER PIGEON SHOOT.

On the 6th of December last for the challenge cup of Canada, which was won by Burton, of Cashel, Mar of holding the cup we meet all comers who have match for twelve months this city, has thrown and given the necessary posting \$50 in the hands of Muir, the President of match will come off on the 12th. *Leader.*

ME 69 D3 18

## The Toronto and Nipissing RAILWAY COMPANY

Total Length to Lake Nipissing, about 200  
Miles.

First Section from Toronto to Cobocok, 85 Miles

With a branch of 18 miles from the Main Line  
to the Town of Lindsay.

TOTAL CAPITAL, \$3,000,000.

CAPITAL FOR THE FIRST SECTION (MAIN  
LINE), \$1,275,000.

Bonuses already Voted by Municipalities  
for the First Section of the Main  
Line, \$399,000,

As follows:—City of Toronto, \$150,000; Scarborough,  
\$10,000; Markham, \$30,000; Uxbridge, \$50,  
000; Scott, \$10,000; Brook, \$50,000; Eldon,  
\$44,000; Bexley, \$15,000; Laxton, Digby and  
Longford, \$20,000; Somerville, \$15,000.

Bonuses yet to be obtained, including those for  
the Lindsay Branch, \$155,000.

First issue of stock in 100 shares, \$400,000.

Upon which will be issued Bonds for \$475,000.

Upon \$125,000 of which a Guarantee from the  
Government of Ontario will be applied for, as  
equitable assistance for the construction of the  
Railway through and into Crown Lands on the  
route of the First Section.

PRESIDENT—John Crawford Esq., M.P.

VICE-PRESIDENT—J. E. Smith, Esq., Collector  
of Customs.

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TRUSTEES OF BONUSES GRANTED BY MUNICIPALITIES—  
Hon. George W. Allan, *Senator*; Government Trustee; Hon. M. C. Cameron, *Provincial  
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Esq., *Deputy Reeve of Brock*—Municipalities  
Trustees.

COUNSELLOR—Hon. M. C. Cameron, *Provincial Sec-  
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SOLICITOR—John Leys, Esq.

CONSULTING ENGINEERS—Sir Charles Fox & Son.

BANKERS—Bank of Toronto.

BROKERS—Blakie & Alexander; Pellatt &  
Osler.

SECRETARY—Charles Robertson, Esq.

OFFICES—46 Front Street, Toronto.

### PROSPECTUS.

The Provisional Directors of the Toronto and  
Nipissing Railway Company finding that further  
progress in the building of Broad Gauge Railways  
in Canada, with English Capital, was no longer  
financially practicable or expedient for lines of  
Railway projected for local traffic, and having be-  
come cognizant of the successful working for a  
number of years of Railways built on the three  
feet six gauge, in the Kingdoms of Norway and  
Sweden, in the colonies of Queensland and New  
Zealand, and also in India, and that these Rail-  
ways were capable of accommodating a traffic of  
about a million, or a million and a half of tons of  
goods per annum, and of carrying passengers at a  
speed of twenty-five to thirty miles an hour, and  
seeing that the average speed of passenger trains,  
including stoppages, in Canada, does not exceed  
twenty miles an hour, and that the total traffic of  
the Northern Railway (which offers a fair illustra-  
tion of the traffic to be obtained by the Toronto  
and Nipissing Railway) did not exceed 195,000  
tons, and 140,000 passengers, have therefore re-  
solved to construct the Toronto and Nipissing  
Railway on the three feet six inch gauge, in the  
most economical and efficient manner consistent  
with a total cost of \$15,000 per mile.

Do. on Through Traffic... 4,943  
Or equal to 14 1/2 per cent.  
on \$15,000 a mile (local  
earnings). Or 23 1/2 per  
cent. on \$10,000 per mile.

1841.—Running expenses per cent. 68; local  
tonnage, 120,000; through tonnage, 25,000; total  
tons, 145,000; passengers, 106,818; local receipts,  
gross, \$349,507; through receipts, gross, \$43,  
432; total receipts, gross, 410,939; local receipts,  
nett, \$115,982; through receipts, nett, \$15,493;  
dividend on \$15,000 a mile, local, 8 1-8; dividend  
on \$15,000 a mile, through, 1 1-10.

1844.—Running expenses per cent. 62; local  
tonnage, 180,700; through tonnage, 8,346 total  
tons, 189,046; passengers, 104,846; local receipts,  
gross, \$432,382; through receipts, gross, \$14,864;  
total receipts, gross, \$447,246; local receipts, nett,  
\$217,143; through receipts, nett, \$7,144; divi-  
dend on \$15,000 a mile, local, 15 2-5; dividend on  
15,000 dollars a mile through, 1/2.

1868.—Running expenses per cent. 61; total  
tons, 194,588; passengers, 139,965; local receipts,  
gross, 587,380 dollars; through receipts, gross,  
12,690 dollars; total receipts, gross, 600,070 dol-  
lars; local receipts, nett, 209,578 dollars; through  
receipts, nett, 4,949 dollars; dividend on 15,000  
dollars a mile, local, 14 1/2; dividend on 15,000  
dollars a mile, through, 1/2.

Total tons, 628,629; passengers, 349,929; local  
receipts, gross, 1,552,269 dollars; through re-  
ceipts, gross, 76,008 dollars; total receipts, gross,  
1,628,275 dollars; local receipts, nett, 542,703  
dollars; through receipts, nett, 27,591 dollars;  
dividend on 15,000 dollars a mile, local, 12 5-6;  
dividend on 15,000 a mile, through, 1/2.

AVG. TONNAGE—Total tons, 176,209; passengers,  
116,643; local receipts, gross, 450,756 dollars;  
through receipts, gross, 25,335 dollars; total re-  
ceipts, gross, 476,091 dollars; local receipts, nett,  
190,901 dollars; through receipts, nett, 9,197 dol-  
lars; dividend on 15,000 dollars a mile, local,  
12 5-6; dividend on 15,000 dollars a mile, through,  
1/2.

From the above data it will be seen that the  
Northern Railway carried an average for those  
three years of 176,209 tons of freight, and 116,643  
passengers; the average gross receipts being 450,  
756 dollars, while the nett receipts from local  
traffic were 180,901 dollars, equal to an annual  
dividend of 12 5-6 per cent. on a cost of 15,000  
dollars per mile; or 19 1/2 on 10,000 dollars per  
mile.

It is remarkable and of consequence to intend-  
ing subscribers for stock of the T. & N.R., that  
the nett receipts for thorough traffic for the same  
years only averaged 9,197 dollars per annum,  
equal to a dividend of 1/2 of one per cent. on a  
cost of 15,000 dollars per mile. This fact clearly  
proves the value of local as against thorough  
traffic.

The Grain Traffic tributary to the Toronto and  
Nipissing Railway undoubtedly will not fall below  
900,000 bushels, and probably will largely exceed  
that quantity. The Passenger Traffic is antici-  
pated to average 100,000 per annum.

The country through which the first section of  
the Toronto and Nipissing Railway will pass, is  
more populous, wealthy and extensive than that  
tributary to the Northern Railway—being one of  
the oldest and finest settled districts in the Pro-  
vince of Ontario. Various unsuccessful efforts  
have previously been made to accommodate this  
district with railways.

The most moderate estimate of the gross re-  
ceipts from the traffic in timber, lumber, cereals,  
passengers, &c., to be carried over the T. & N.  
R. place the amount at an average of 400,000 dol-  
lars to 500,000 dollars per annum, for the first eight  
or ten years, when the traffic must necessarily  
increase to a much larger amount.

The traffic to create this revenue will be derived  
from the following items, and in about the pro-  
portions set forth:

Pine, or sawn lumber, for the first eight	
years, 80,000,000 ft. at \$2 per 1000ft.	\$160,000
Square timber, 1,250,000 ft.	87,500
Cereals, 900,000 bushels, at 5c per bush.	45,000
General goods, 15,000 tons, at an average	
of \$3 40 per ton.	51,000
Mails and Express.	15,000
Cordwood, 25,000 cords at \$1 50 per cord	37,500
Passengers, 100,000.	100,000
	\$446,000

Allowing 60 per cent. for running expenses, the  
nett earnings amount to 178,400 dollars—equal to  
a dividend of 14 per cent. on a cost of 15,000 dol-  
lars per mile; and on the actual cost to the Com-  
pany of 10,000 dollars per mile, the dividend from  
such nett earnings would be 21 per cent.

The Provisional Directors invest their own  
means on their faith in the correctness of these  
estimates.

The terminus at Cobocok, on the Gull River,  
will connect the Railway with a vast stretch of  
Inland Navigation, upon which steamers now  
trade; and which, with comparatively inexpensive  
improvements already partly undertaken by the  
Government, will give these boats access to the  
Railway, and will afford almost inexhaustible  
supplies of pine and hardwood.

1869 SPRING

# THE DOMIN

MAIN STREET

Consisting in

## Dress Goods, Plain

COBURGS,

ALAPACCAS, SHAL

ANI

## EXCELLENT ASSOR

HOOL S

In Plain, Pl

## IMPERIAL GR

## Grey and W

At all prices, by the piece or yard. A re

Hollands, Denems, Gambroons,

Twilled and Striped Shir

Wincery Shirtings

Straw a

## SPRING AND SU

ROLL 1

## GENTS' TIES AND

In the newest patterns and designs, Velvet Ribb

&c., &

## Grocery, Hardware, Crockery

Are also complete with new Goods suitable for  
no pains in getting all of the

## LOWEST REMUN

Especially the Dry Goods, which have been boug  
this advantage we are enabled to compete with u

N.B.—We intend adding MILLINERY AND  
weather becomes settled. The highest price  
given on all purchases made by the Clergy. N

P. R. MILLER.

Markham, April 5, 1869.

DIED.

In Port Dover, on Saturday, April 10th, Henry  
Howell, Esq., in the 80th year of his age.

At Thornhill, on the 7th inst. Emma, daughter  
of Mr. George Welrick, aged eight years and  
three months.

ME  
690415

The Directors have also noted Capt. Taylor's report on the Toronto and Port Hope Railway, two feet gauge, in Menomithing, Wales, the freight and passenger traffic of which approximates closely to that of the Northern Railway, and, with the exception of the lumber traffic, largely exceeds that carried on the Lindsay and Port Hope, or on the London and Port Stanley Railway.

With a view to a just apportionment of the risks incident to the capital invested in Railway enterprise in Canada, it was also resolved to ask the municipalities most to be benefited by the construction of the Railway, to contribute to the total cost of the Railway, *to wit*, \$4,000 per mile, by way of bonus or grant. The proportion of this cost has already been noted for the main line, excepting less than \$50,000, yet obtainable in debentures bearing six per cent., payable in 20 years; securities which are unexceptionable and will sell here at or near par.

Of the remaining two-thirds of the capital, it is proposed now to offer here \$400,000 to be subscribed in stock. If that or a larger amount is not so subscribed, bonds will be issued for the balance of about \$6,000 per mile. Thus local capital to the extent of about two-thirds of the cost of the Railway, will be security to holders of the bonds of this Company.

The interest bearing capital will thus be \$10,000 per mile.

The Directors do not propose to extend the line beyond Cobouck, towards Lake Nipissing, unless subsidized by the Government of this Province with land or money sufficient to guarantee the Company from the loss of any private capital to be invested in the sections of the line beyond Cobouck.

Nevertheless, the Company feel assured that the first section being successfully completed, the remaining sections will immediately receive aid from the Government to the extent necessary to secure the construction of the line to the ultimate terminus at Lake Nipissing—thus ensuring to the proprietors of the first section the practically unlimited timber trade, as well as the general business of an immense new territory of twenty thousand square miles.

The terminus of the first section being located on the Gulf River, with access to all its tributaries, and to the Barot River, ensures for this Railway a timber and lumber traffic certain to exceed in duration of supply and quantity the timber and lumber traffic of the Northern Railway, and which will undoubtedly equal or exceed that of the Lindsay and Port Hope Railway, which amounted to nearly one hundred million feet in the year 1868.

The sawn lumber traffic of the Northern Railway of Canada in 1868, amounted only to about fifty five million feet, and the square timber traffic to one million six hundred thousand cubic feet.

### IN 1861.

The Local Traffic of the Northern Railway of Canada amounted to.....	120,000 tons
Through .....	25,000 "
Passengers .....	100,618 "
Local Receipts .....	\$382,507
Through .....	43,432
Running expenses .....	\$410,939
Excess of earnings over running expenses on local traffic .....	68 per cent
Do. on Through Traffic.....	115,982
Local earnings equal to 2 1/2 per cent. on a cost of \$15,000 per mile. Or 12 1/2 on \$10,000 per mile.	15,498

### IN 1864.

Local Traffic .....	180,700 tons
Through Traffic .....	8,344 "
Passengers .....	104,316 "
Local Receipts .....	452,389
Through .....	14,884
Running expenses .....	\$487,266
Excess of earnings over running expenses on local traffic .....	62 per cent
Do. on through traffic.....	217,143
Local earnings equal to 16 2 1/2 per cent on a cost of \$15,000 a mile. Or 23 1-10 per cent on \$10,000 per mile.	7,144

### IN 1868.

Local and Through Traffic .....	194,538 tons
Passengers .....	138,965 "
Local Receipts .....	537,380
Through .....	12,690
Running expenses .....	Total \$550,070
Excess of earnings over running expenses on local traffic.....	61 per cent
	209,578

By the Act of Incorporation, the Company is specially bound to carry cordwood, and to afford every necessary facility for so doing at the specified rate of 3 cents per cord per mile for dry wood, for all distances under 50 miles, and 2 1/2 cents per cord per mile for all distances over 50 miles—a rate which has been found satisfactory, by the test of actual experience on the Government Railways in New Brunswick.

This condition will enhance the cost of fuel to the Company; but the increased traffic and prosperity consequent upon this trade, it is fully believed, will more than compensate for the extra cost of fuel.

The numerous association of gentlemen who have promoted and borne the preliminary expenses of this enterprise, and who desire to see it carried out in good faith on sound commercial principles, are resolved, in so far as their influence is equal to the task, to have this railway controlled by the most respectable capitalists of this city and the country on the route of the railway, who may take stock in it; to convert their own securities and pay cash to contractors, and not to surrender control of the railway to contractors or bondholders; to let the contracts in a manner calculated to ensure the healthiest competition; in other words, to have value for the money from the turning of the first sod to the laying of the last rail.

The country on the route of the first section of the railway is generally level, although in two townships it is broken or rolling, yet the soil being loamy in these exceptions, and there being almost no bridges; the superficial examination had, and the flexibility of the gauge ensures a minimum of cuttings and fillings—while timber for bridges and ties, and lumber for buildings and fences, can be had at the least cost possible in Canada.

Every other consideration in the first instance will be subordinated to the construction of a first-class permanent way, the best of timber bridges, deep and good ballasting. Rails to weigh 40 lbs. to the yard, and to be selected of the best quality.

Arrangements are in progress which will secure to the Company free right of way, through the city, and across if desired for a few miles out of the city, on the line of the Grand Trunk, by means of a third rail; and the disposition of the proprietors, and other circumstances along the line are so favorable that the whole right of way will be obtained for an amount not exceeding \$20,000.

Station grounds and dockage will be had in this city either free or for a nominal rental.

It is the desire of Provisional Directors to have their Chief Engineer appointed, with the concurrence, and subject to the approval of the Company's Consulting Engineers, Sir Charles Fox & Sons, who will be held responsible for the excellence of the works, economy of construction, and the success here of the system of narrow gauge railways, of which they have had large experience elsewhere, and with the initiation of which in this country they are honorably identified.

On these premises the Provisional Directors appeal for stock subscriptions to the citizens of Toronto, to the municipalities and to the business men and proprietors of land along the route of the railway, and to capitalists elsewhere, believing that the most cautious and prudent investors will find the stock of the Toronto and Nipissing Railway worthy of their attention.

The stock books will be opened at the Company's offices, Front street, on the 12th April, at 10 o'clock a.m.; meanwhile forms of application for shares can be had on application from the secretary and from the clerks of the several municipalities on the route of the railway, and from Messrs. Blaikie & Alexander, Toronto, and Pollard & Osler.

CASEY S. WOOD, Esq., Lindsay.  
JOSEPH GOULD, Esq., Uxbridge.  
McDOUGALD & DAVIDSON, Montreal.  
ALEXANDER FRASER, Esq., Quebec.

A member of the firm of Sir Charles Fox & Son will be here shortly, and immediately on his arrival operations will be commenced.

### Court of Revision.

THE COURT OF REVISION to revise the Assessment Roll of the Township of Scarborough for the year 1868, will hold its first sittings

AT JOHNSON'S INN,

WORTHEN,

On Monday, the 17th day of May, 1868.

At two o'clock, P.M.

JOHN CRAWFORD,

April 14, 1868.

## VICK'S FLORAL GUIDE FOR 1869.

THE first edition of one hundred thousand copies of Vick's Illustrated Catalogue of Seeds in the Flower Garden is now published. It makes a work of one hundred pages, beautifully illustrated with about one hundred and fifty wood engravings of flowers and vegetables and an elegant colored plate, a bouquet of flowers. It is the most beautiful, as well as the most attractive, Floral Guide published, giving a full and thorough directions for the culture of flowers and vegetables.

The Floral Guide is published for the benefit of my customers, to whom it is sent free without obligation, but will be forwarded to all who apply by mail, for ten cents, which is not half the price.

JAMES VICK,  
Rochester, N.Y.

### To Rent.

TO rent a Pail Factory and Machine Shop in good working order, apply to  
JOHN LANGSTAFF  
Thorndhill, Jan. 2. 1869.

### J. L. MARGACH,

## Wholesale and Retail Druggist

No. 44 King St. East, Toronto,

FOURTH DOOR WEST OF TORONTO STREET.

Has on hand large importations of Drugs, Chemicals, Paints, Oils, Varnishes, Naval Stores, Brushes, Artists' Materials, Fancy Goods, &c. Also, a first-class assortment of Dye Stuffs.

Every article warranted to be as represented. He respectfully solicits a call from the Trade. His stock will be found as varied as the demand, and prices satisfactory.

Farmers will find it to their advantage to have their stock and get quotations before purchasing elsewhere.

Terms invariably Cash.

Toronto, Feb. 8, 1869.



## Mrs. J. BYRON

WHILE thankfully acknowledging the patronage so liberally accorded for a long of years previous to the decease of her late husband, begs to say to her numerous customers the public generally that the tailoring business all its branches, is still carried on at

## No. 1, MAIN STREET

Where a good supply of

## English, Scotch & Canadian Tweeds

Adapted to the wants of the community is constantly on hand. Also, a fine assortment of

French Crape, Felt and Summer

Of the latest styles. Gait Trouser, Neckties, &c., &c.

## A FIRST-CLASS OUTFIT

Has been employed, and customers may call upon it that

Satisfaction will be given.

Markham, April 7, 1869.