

into view the beaming countenance of the Grand Master once more. Lord Sol proceeded on his journey westward without a pause. His good lady however, remained with us during the night, with her retinue of fair stellars. Next morning at a very early hour she arose and proceeded on her journey with her attendants. It is reported that the fair stellars are quite the stars wherever they appear, while their Highnesses, Lord Sol and Lady Luna are, on account of their genial influence and brilliant qualities, familiarly spoken of by their friends and admirers as *the sun* and *the moon* of the exalted spheres in which they move. However, brilliant as Lord Sol appeared on Saturday last, he was almost *totally eclipsed* by Lady Luna.

We need hardly say that all our Citizens were well pleased with the way everything went off. The dust we may now hope will be allowed its usual mid-summer frolic.

#### The Great Menagerie.

Our friend the *Economist* is going into ecstacy over the anticipated prospect of having an exhibition of 'Vanamburgh & Co's Great Golden Menagerie' in their town on Wednesday next the 18th inst. But we can assure our contemporary and readers, that this great exhibition will be in Uxbridge on that day, irrespective of any other announcement which might have been made formerly.

This exhibition will be far superior to any ever before exhibited in this country. A great number of the animals were never before exhibited on this continent. The procession may be seen about ten o'clock, which the *Hamilton Spectator* says:—'Was the finest of the kind ever seen in the Province.'

We are requested to state that the Grammar School of this place will reopen on Monday the 16th inst. Pupils are required to be in attendance punctually on that day so as to take their positions in the new classes to be formed.

Grand total ... 42

#### A Ferocious Animal.

On Thursday last, the 5th inst., Mr. J. Wright, 7th Concession Scott, while going through the pasture field for the purpose of looking after some sheep was attacked by a ferocious Bull. The animal made a rush at Mr. Wright, but he thinking to intimidate him, picked up a rail and met the brute in his charge. He, nothing daunted, made a second charge on Mr. Wright, knocking him down, and jumping on him with his knees, proceeded to complete his slaughter by goring him with his horns, when very fortunately a number of men came to the poor man's assistance and succeeded in rescuing him from almost certain death. Dr. Bascom of Uxbridge Village, whose skilful treatment he is under, informs us that he is doing well and will probably soon recover.

#### The Feeling on the Toronto & Nipissing in Muskoka.

At a meeting of the Municipal Council of the united townships of Draper, Maculay, Stephenson, Ryder and Oakley, held at the Royal Hotel, Bracebridge, on the 4th inst., the Board expressed their willingness to submit a by-law to the ratepayers asking for a bonus of \$40,000 in aid of the T. & N. Railway, providing said railway touch at Bracebridge.

#### Another Cricket Match.

We understand that a game of Cricket will be played between the clubs of Whitby and Uxbridge on Saturday, the 14th inst., on the grounds of the latter. Wickets to be pitched at ten o'clock sharp.

We trust that our Uxbridge Club will look well to their laurels, and not allow the reputation which they have so long borne as champion players, be in any way tainted.

ings of Victoria are built of stray Russian American material, which thus escaped belonging to the United States. Nothing is said about the age of the sedimentary rocks. According to another author, whom Mr. Brown does not allude to, they are cretaceous at the southern end of the island. Plutonic rocks constitute some of the ridges of the interior. Iron, coal, nickle, copper, graphite, silver and gold have been discovered in a great number of localities.

**A MARE'S NEST.**—A story of a mysterious package is going the rounds of the French journals. A few days back a wagon belonging to the Orleans Railway Company might have been seen to stop on the Pont d'Arcole; two men who accompanied it appeared to consult together for a moment, and then, after looking round in all directions as if to satisfy themselves that they were not observed, they took from their vehicle a wicker basket, carefully closed, which they launched over the parapet into the Seine, and then drove rapidly off. A man engaged in fishing below the bridge, had, however, observed the act, and having got the package to land, opened it and found it to contain fragments of flesh, amid which he thought he could distinguish a human leg. He took the basket to a Commissary of Police, and a medical man being sent for, decided that the contents were human remains cut up, and in an advanced state of decomposition. The police naturally supposed that they were on the traces of a crime; the railway men being arrested declared that the person to whom the parcel had been consigned refused it in consequence of the carriage being unpaid, and as they found it to emit a horrible stench, they resolved to get rid of it by throwing it into the river. This explanation did not appear satisfactory, and the investigation was carried further. The person to whom the package was addressed was then applied to, and the mystery was cleared up; his brother, who resides in

Wool  
Hides  
Calf Skins  
Sheep Skins  
Calves  
Sheep  
Lambs

#### LIST OF LETTE

Uxbridge Post Office  
not previously advert  
Atkinson, Jeremiah 2  
Armstrong, Miss  
Barker, Robert 2  
Baker, Mrs. Cath. 2  
Brown, Mrs. Ellen  
Brennan Rev. Phillip  
Beattie, W. C.  
Brown, James  
Chambers, J.  
Chapman, Joseph  
Cetherwood, George  
Caswell, Peter  
Chadwick, W. 2  
Campbell, M.  
DeLong, D.  
Davidson, Andrew  
Digby, Thomas  
Derrough, Andrew  
Darling, Mr.  
Dickey, James  
Dunkeld, W.  
Dayton, Aaron & Tho  
Eastick, Daniel  
Foster, W.  
Falkner, John  
Frankish, M.  
Gore, John B.  
Gamble, J. W.  
Golden, Miss  
Gill, Miss M.  
Gibson, Henry  
Haynes, Mr.  
Harper, John  
Hall, Mrs. M.  
Huckings, Mrs. J.  
Johnston, Chas. D.  
Johnston, W.  
Jennell, Mrs. Alvry  
James, F.

G. W.

#### IMPORTANT AND

USE PENELTON  
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Or to J. McCallough

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11 Aug 1869.



# THE UXBRIDGE JOURNAL

Wednesday Morning, August 18th, 1869.

## English Pauperism and Emigration.

THE proverbial reluctance of English people to turn aside from the traditional beaten track, until ram like they butt their heads against some stone wall, received one very striking illustration in the tardiness with which the Peers adjusted themselves to "the situation," in regard to the Irish Church Bill. The *Times* of the 15th ult., brings to hand another different illustration of the same disposition to be straight-forward—shall we call it! We have the report of the close of an adjourned meeting to discuss the advisability, nay, the pressing need of relieving the Mother Country of some of her superabundant pauper population, by emigration to the colonies.

The meeting took the shape of a conference with the London poor-law guardians. Lord Churchill made an alarming statement to the effect, that in London there was one drone to every 21 bees, and that their maintenance last year cost the country the enormous sum of \$5,264,000! The advantage of emigration to the paupers themselves, and the relief which such a measure would bring to the overburdened rate-payers, were ably set forth in a memorial upon the subject. A lengthy discussion followed. Difficulty after difficulty was raised to every proposal, by which such a scheme might be carried out and the most wonderful objections invented. It was declared that the pauper-ranks would be nothing thinned by the plan, as the poor people from the country would flock in to fill the places vacated. Another thought that female children only, should be sent out. Was Miss Rye and her Gutter Children before the mind's eye of this individual? The other obstacles urged to the movement were all equally ingenious, and equally weighty, owing all their weight however to lead.

The result of the debate, and the vote taken after the debate which rejected the scheme, shewed that there are some Englishmen, as represented by the poor-law guardians, who prefer the old way, simply because it is the old way, of keeping a host of unfortunates at a fabulous expense, shut up in the London work-houses, in preference to giving them a chance in a new country, to become useful, independant and happy.

Don't let the confusion will not be

## Uxbridge Township Council.

The next meeting of the Uxbridge township Council, will be held at Armstrong's Hotel on Tuesday the 24th inst., at the hour of ten o'clock sharp.

## Farm for Sale.

By reference to our advertising columns it will be seen that Lot 32 in the fifth Concession of Uxbridge is offered for sale. This is a good lot and well improved.

## Typhoid Fever.

We regret that this disease has got such a hold as it has in this village. There are some four or five cases; however they are doing well, and we hope they may soon recover.

## Toronto & Nipissing Railway.

The surveying on the proposed route of the Toronto & Nipissing Railway is completed. Tenders have been already received for the building of the road from Uxbridge to Cobocok, from some parties north of this. They tell us that the road can be built with less expense than a good many expects.

## Our Crops.

Harvesting in this locality is now under way, and the farmers are able to make a rough estimate of the probable yield of grain. Fall wheat which is partially housed is a heavy crop, with little or no rust. Spring wheat, Oats, Barley &c., is good, and about ready for the reaper.

## An Accident.

On Saturday last a son of Mr. I. J. Gould, while amusing himself in the Woolen Factory, got his arm caught in some part of the condenser. Fortunately the little fellow succeeded in getting loose from the machinery before he was seriously injured.

## Annual four day's Meeting.

We are requested to state that the annual four day's meeting of the Wesleyan's will commence on Tuesday the 24th inst. Several prominent Ministers from a distance are expected. Time of services, half-past 10 a. m., half-past 2 p. m., and half-past 7 p. m.

## Child Burned to Death.

On Monday last, a little girl of Mr. John Kellington, Uxbridge, while her brother was in the act of setting fire to some stumps in the field, came in contact with the flames, which proceeded from the ignited stumps, catching fire to her dress and before assistance could be rendered, the unfortunate child was burned almost to a crisp. She lived about nine hours after the the accident.

## Juvenile Cricket Match.

### WHITBY vs. UXBRIDGE.

Quite the most interesting game of the

## CRICKET.

### WHITBY vs. UXBRIDGE.

On Friday the 13th inst., a game of Cricket was played in this place between the clubs of Whitby and Uxbridge, which resulted in the defeat of the latter with six wickets to go down. The first innings shewed a majority for the Uxbridge club. Both parties played well, especially the Uxbridge club, who had not on the best eleven. The following is the score

### UXBRIDGE, FIRST INNINGS.

T. Bolster, b Sykes	...
F. Golden, b Laing, c Colston	...
R. Gilpin, b Laing	...
W. Bascom, b Sykes	...
E. Armstrong, b Laing	...
O. Bascom, b Laing	...
G. Wheeler, run out	...
B. Bascom, b Laing, c Sykes	...
J. Vicars, b Laing, c Colston	...
J. Walks, run out	...
J. Heard, not out	...
Byes	...
Wides	...
Leg Byes	...
Total	...

### UXBRIDGE, SECOND INNINGS.

J. Heard, b Sykes	...
F. Golden, b Sykes, c Marshal	...
G. Wheeler, b Sykes, c Armstrong	...
R. Gilpin, b Laing, c Ham	...
W. Bascom, b Laing	...
O. Bascom, b Sykes, c Ham	...
J. Vicars, b Sykes	...
T. Bolster, b Sykes, c Marshal	...
E. Armstrong, run out	...
B. Bascom, b Sykes, c Ham	...
J. Walks, not out	...
Byes	...
Wides	...
Leg Byes	...
Total	...

### WHITBY, FIRST INNINGS.

A. Armstrong, run out	...
J. Colston, b Vicars	...
Marshal, b Vicars, c Golden	...
J. Watson, b Bascom, W.	...
W. Sykes, b Bascom, W.	...
R. Snow, b Vicars, c Walks	...
J. Ham, not out	...
A. Laing, Leg before wickets	...
McPherson, b Bascom, W.	...
J. Scott, run out	...
T. Lawler, b Vicars, c Bascom, B.	...
Byes	...
Wides	...
Leg Byes	...
Total	...

### WHITBY, SECOND INNINGS.

R. Snow, b Bascom, W.	...
J. Colston, b Vicars	...
T. Lawler, b Vicars	...
J. Ham, b Bascom, W. c Vicars	...
J. Scott, not out	...
W. Sykes, not out	...
Byes	...
Wides	...

W 18 Aug 1869



the Delaware Bridge, at Saw Mill Rift, and Kennedy's Cut, I was going along (I was not working for the company) one day, and I kicked a stone from the middle of the road to the edge of the track against the chair; there it lodged. I didn't think it would do any damage, but it did; it started two or three cars off the track. Some time in February, one year ago, there was a crooked rail at Rosa's switch, near the chair.

"I took a piece of iron and pushed the rail out of the chair, and raised it up and put a spike under it at the bended place on a second quarter tie; I shoved it back into the chair, but it wouldn't go in without something heavy to force it in; I felt it at last, and along came a freight train and took it off, and the train ran off down the bank. About the 15th, a year ago last March, (April) at 3 o'clock in the morning, I came down the track (I left my place early) and had been at Lackawaxen; I went to see about a silver mine I had burning out here. I dropped a stone on my foot, which hurt me, so I walked slowly down the track until I came to Carr's Rock, a freight train passed there (going west), I stepped aside as it passed; I saw (on the river side) a rail (crooked) which was working up and down as the train passed.

"I took a piece of the cap of a rail and tried to fix it as well as I could. I shoved the rail out of the chair and put a block under it to raise it; I put a spike under the quarter tie in order to make it come to its place again. I didn't think it was going to do any damage at all. I travelled on from half a mile to three quarters down the track, when I heard a great noise. I thought it was the stones slipped down into the water; instead of the stones it was a train going east, and in two or three days I heard it was the train instead of stones.

"That was the Carr's Rock calamity! I felt very sorry from that time to this; since I have been here I don't sleep nights. I was not then in the employ of the Erie company; before any of the occurrences I had been employed by the Erie company, and had been discharged by the company, and sent to jail by the company under a charge of forgery. I knew when I put the spike under that rail if a heavy train came past that rail afterward it would break that rail, but if a train had come from the east it would have drove it down. I didn't know in which way the next train was coming.

"JOHN BOWEN."

#### Loss of the Garryowen.

Yesterday two men, named Albert Sharp and John Connor, captain and mate of the schooner *Garryowen*, which was lost in Lake Erie about five weeks ago, were arrested on a charge of having scuttled the vessel. It seems that the vessel was on her way from Cleveland to this city, laden with coal for Mr. Nyles, and rather unaccountably sank in seventy feet of water. The case was reported to the owner here, and he believing that the vessel had really sprung a leak, as had been represented by the captain and mate, applied for the insurance \$2,000 on the vessel and \$1,500 on the cargo. Just as Mr. Gooch, the agent in this city, was about to pay the money, a letter was received from the British consul at Buffalo informing the agent that it had been reported that the *Garryowen* had been scuttled by the captain and mate. An affidavit had been made to that effect by the cook of the vessel and his wife, who were on board at the time, and had their suspicions previously aroused by the strange conduct of the captain and mate some time before the vessel was reported in a sinking condition. The matter was investigated by Captain Ackman of this city, and divers being sent down to examine the vessel it was found that the schooner had actually been scuttled. The captain and mate were consequently arrested yesterday charged with the offence, but they contend that they are innocent—and the vessel really sprang a leak and went to the bottom of the lake in consequence.

## THE 1869 Markham Economist.

MARKHAM, THURSDAY, AUG. 26.

### RAILWAY SURVEY.

This time Unionville wins. During the last few days Mr. Booth, with his surveyors, has been laying off a line between Stouffville and Unionville, as direct as the lay of the country will admit of, "leaving Markham out in the cold"; that is, as cold as we can be treated in dog days. The present line leaves the 9th Concession near the townline of Whitechurch, and crosses the 8th line just above Milnesville, crossing Milne's swamp and the Little Rouge near where the old mill stood; thence across Boyer's, Hoover's and Thomas' farms in the 7th Con., and crossing Mrs. Hunter's and Wismer's; thence on Jonas Raymer's, pretty well towards the 7th line, and soon to Unionville. And then will come the tug of war—to get out of Unionville by swinging round to the west. In this survey it will be seen that Markham village is being ignored. We are to be left shivering over a row of stakes. What shall we do? Shall we now threaten a Chancery suit to withhold the bonus from the company, or shall we trust to the good sense of the directors to select the best route and abide the result. If our nearest station is at Unionville, we will lose all the trade from the Pickering mills, which would be worth more to the company than all the mills in Unionville and Markham put together. Then our people here would, as at present, keep their horses and buggies to go to Toronto instead of driving three miles to a station. Two things the directors must consider: 1. The easiest, shortest and cheapest route. 2. The freight and passenger travel to be lost or gained by any particular route. Combining these advantages in a judicious way the public interest will be served. This is all we ask should be done—the greatest good to the greatest number. Let them do this and there can be no difficulty in obtaining the bonus. But if the company disregard these important considerations, neither Sir John's coalition nor Sandfield's combination will save them. Saltpetre would not save them.

### THE VINE.

The vine is being largely cultivated in Ontario. We have no exact data, but probably from twenty to thirty thousand grape vines have been planted during the spring of the present year. We have seven acres in one vineyard in Markham within one mile of this office of the best kinds and doing well. The effect of this, in a few years, will be to bring down the price of the fruit and wine to a very low standard. But all this need not prevent any one who has the land to plant out ten or a dozen choice vines for purely home use. It will always pay to have a good thing at home however little it may be worth in the market. There is no doubt the better kinds of grapes produced in Canada have thus far yielded a fair profit; but like everything else that yields

your future field of labor may be marked with equal success and that you and Mrs. Hutton may long be spared to enjoy the blessings of a kind and indulgent Providence. In parting, then, as friends and pupils of the Markham Grammar School, we feel that we ought to express our thanks in stronger terms than mere words, and so beg leave to present you with this silver tea service as a souvenir of the esteem in which you have been held during your sojourn amongst us.

### REPLY.

MY DEAR PUPILS AND RESPECTED FRIENDS—Your flattering address and elegant testimonial, your generous and warm greeting this day fill me with emotions to which I doubt much if I can give utterance now. On one of my first interviews with the Rev. Mr. Gordon, who was then Chairman of the Grammar School Board of Trustees, he gave it as his opinion that it required three or four years for a Head Master to become thoroughly acquainted with his school and locality; and his usefulness would not be at its maximum until such time as he were so acquainted. I have been led lately to feel the force of that remark more fully than I have ever felt it before. I am satisfied that during the past two years I have been able, from a more perfect knowledge of my pupils and their parents, to do more efficient service, and this has greatly gratified me, and I doubt not, has been gratifying to you all. But it has been left to the fifth year, and to the spontaneous outburst of good will, exhibited by your coming together in this manner to-day, to take leave of me and mine, to fully apprise me of the warm friendship and esteem entertained for me in Markham. It has been my pleasing lot in other days and on other occasions, on parting with those over whom I had the honor of being placed as instructor, to receive their warm good-byes, accompanied with gifts, but never has it been on this wise. I recall their names with the deepest pleasure. But when I reflect that some of them have already passed the cold stream of death, that they laid down their armor almost as soon as they had taken their position on life's fitful arena, and thus I shall never more greet them in time, my thoughts take a sober caste as I gaze upon you to-night. We shall not all meet again here! And yet in this connection how pleasing is the assurance coming to us, my dear pupils, from the good Book which we have read together so often. We are not, or need not be, as those without hope. There comes to my mind a passage from the *Ancient Classics*: Io and Clemanthe were discoursing together upon that all engrossing subject of the future. Clemanthe, being about to expire, had asked if they should ever meet again: Said Io, "I have asked that dreadful question from the hills that look eternal, from the clear streams that flow forever, from the stars amid whose fields of azure my raised spirit hath walked in glory—all, all were dumb; but while I gaze upon thy living face, I feel that there is something mantling through its beauty that cannot wholly perish—Clemanthe, we shall meet again!"

How different it is with us. "We have a more sure Word of Testimony." We may all meet again; and as I gaze upon you and recall, as I do with the utmost delight, your prudent walk, your earnestness in studies, bringing laurels to yourselves and to us at each returning examination, and especially your reverence for sacred things, there is something tells me that we shall meet again.

But in making me this beautiful and costly present, I am but too sensible that you attribute to me honor more than is due. There is a relief in the reflection, however, that you do serviceable and well-merited honor to the Grammar Master's calling; and that you so honor and exalt it will have the effect, I trust, of drawing to this school able and earnest men, to carry forward the good work in these parts. This school has been, and may be for all time to come a power for good throughout these townships.

new home in the birth of Pennsylvania—the birth of the early settlers confess to a feeling for the village and country always ready to go in favor of every effort of a literary, moral and whether in or outside of it, to town to take care find a wider field one, to occupy his choice. Leave with Pennsylvania home when in the difference between those of Pennsylvania marked, excepting Democratic political suffrage; which just a little short of we have thereby a real evil.

### Critic

A friendly game of Richmondhill on September 11, between the Richmond eleven, resulting one innings and 0. The following is the

### RICHMONDHILL

R. Wilson, b J. S. W. H. Davids, b J. S. W. A. Bart, run out. M. Wilson, not out. J. Lynburner, b J. J. McGee, 1 b w. J. Cox, b J. S. W. R. Davidson, b J. S. R. Lee, 1 b w. R. Hardy, b J. S. W. J. Kendrick, b J. S. Log Byes 2; Wides

### SECO

M. Wilson, b R. W. A. Bart, b J. S. W. J. Kendrick, o R. W. R. Wilson, run out. R. Hardy, b J. S. W. J. Lynburner, not out. H. Davids, b J. S. W. R. Davidson, b J. S. J. McGee, o J. S. W. R. Lee, 1 b w. J. Cox, b J. S. W. Byes 3; Wides 4.

### MARKHAM

J. A. Wales, o Ken. R. Wilson, run out. J. Pringle, b Cox. G. A. Wales, b Cox. J. S. Wilson, b Cox. G. Forster, b Burton. M. Wilson, b Burton. R. Pringle, b Burton. W. H. Hall, o David. W. Wilson, o Bart. M. Forster, not out. Byes 3; Wides 4.

### Math

We renew this purpose of creating a mathematics and Economist. The "exact science," knowledge kept in memory, but very rarely working a problem will only be week, in order to



expenses of the office. A word to the wise is sufficient.

## THE RAILWAY SURVEY.

The several surveys of the Toronto and Nipissing Railway have now been completed. The three lines run in this neighborhood may be thus designated:—1. The line by Milne's bridge. 2. The Hagerman's hill route. 3. The Unionville route.

By an approximate estimate of cost and length of survey, the Milne's bridge route is set down at 3,000 feet shorter than the Hagerman's hill route, and would cost \$5,300 less; while the Unionville route is 7,000 feet, or one and a-half miles, longer than Milne's bridge route, and is estimated to cost \$17,700 more. Thus it will be seen that the Hagerman's hill route would be \$12,050 cheaper than the Unionville route. It is pretty clear, therefore, that the Unionville route cannot be adopted, because, while it would involve an extra cost to the company of \$17,700, it would require every passenger and every pound of freight to pay for running over the extra mile and a half for all time to come, which would be a great injustice to all the other municipalities on the line that have granted bonuses to aid the road.

There are engineering difficulties by the Hagerman's hill route. If we understand the meaning of the term "engineering difficulties," it implies extraordinary expense in continuing the direct route, or making it necessary to deviate from the true route and thereby adding to the distance. We think, however, that the directors of the road should not stand too much on technicalities. Although it may cost a little more, and be half a mile longer, we think if the Hagerman's hill route is adopted it will give general satisfaction. Those who advocated the Unionville route must now be quite satisfied it would be unreasonable to adopt it. At the same time, it is due to the west and north-west part of the municipality to carry the road as near to Unionville as practicable. It has been suggested that the Hagerman's hill line might be shifted thirty rods further north. If this were done it would add another half mile to the length of the road, as they would be obliged to go much further west to rise the hill. It would not be desirable to incur so large an expense in order to get the station thirty rods north. Besides, if that were done, it would simply be carrying the station so much further from the Thornhill road. We shall await the action of the Board, and must soon know the location of the road.

## PICKERING COUNCIL.

This Council met on Saturday, August 21st, pursuant to adjournment. Members all present.

Minutes of last meeting read and approved.

day, the 12th of September next.—Continued.

## Sudden Death.

Mrs. Gregory, wife of Mr. John Gregory, who resides on Mr. D. Boyer's farm, Lot No. 22, in the 8th Con. Markham, was found dead on Monday last. It appears that the deceased had been suffering from disease of the heart for some years past. On the morning of the 30th ult., Mr. Gregory went to assist Mr. J. Boyer with his harvest, leaving the deceased in bed. She had evidently risen, completed her household duties, and laid down again to rest with her clothes on, in which position she was found by a neighbor, Mrs. Pearce, about two o'clock p.m. She was lying apparently in a gentle slumber, and died evidently without a struggle. Coroner Freel held an inquest, and the verdict of the jury was, "Died from natural causes." The deceased was an exemplary Christian, and was universally respected as such.

## W. M. Sabbath School Tea Party.

There will be a tea party held in connection with the Wesleyan Methodist Sabbath School, on the Agricultural Grounds, Markham village, on Saturday, the 18th inst. Swings will be erected, and base ball, cricket, croquet, and other amusements introduced. The gates will be opened at one o'clock p.m., and tea served from four to seven o'clock p.m. Tickets to admit to grounds and tea: adults, 25 cents; children, 15 cents. The proceeds to be applied in purchasing books for the library. It is hoped the attendance will be large, as the object is a laudible one.

## Silver Service.

The beautiful Silver Service presented by the pupils of the Markham Grammar School to Mr. H. H. Hutton, their late teacher, was purchased at the establishment of J. E. Ellis & Co., Toronto. It was certainly a souvenir of the finest workmanship for the price, that we have seen. We would confidently recommend parties wishing to make choice presents to friends, pastors, teachers, or secure good jewelry for themselves, to examine the stock at this establishment. See advertisement.

## Toronto and Nipissing Railroad Deputation.

Messrs. Wm. Gooderham, jr., J. E. Smith ex-Mayor, Alderman Boxall, Capt. Bennett, A. McNab, Police Magistrate, and R. E. Elliott, President of the Toronto and Nipissing Railroad, passed through this place on Tuesday last, en route for Reach, on important business connected with the road.

## Cricket.

The return match between the Richmond Hill and Markham Clubs will take place on the Agricultural Grounds, in this village, on Friday, (to-morrow,) Sept. 3rd. A large attendance is expected, as some excellent play is anticipated.

Several very large and costly buildings being erected this season, and the appearance of the place, and the bus activity of the people indicate already a flourishing town. George Wheeler, Reeve of the township, is making extensive improvements in his flouring mill—putting in a turbine wheel and a lot of clean machinery from the States; the mill, completed, is to grind 100 barrels in 24 hours. Mr. Wheeler's lumber mill is cutting 10,000 feet (circular). Joseph Gould, ex-Member for North Ontario, is losing of his business enterprise with increasing years. His woolen factory is running at speed—employing twenty hands; his mill cuts about 6,000 feet daily. In Mr. Gould has a thoroughly stamped character on the place that, without the invidiousness, he may be considered a founder. The old pioneer, Mr. Plan, his seventy-second year, shows no signs of declining vigor, tells as good a long yarn as ever, and in conviviality minded your correspondent of thirty ago, when enjoying his hospitality. Plank has retired on a competency, and his acquaintances will join in wishing many years yet to enjoy it. Mr. Butcher is erecting a large planing and cabinet factory to employ from thirty to forty hands. Brown has just completed a machine for wood work, and employs twenty hands. Mr. McKenzie a spacious hardware store. Mr. Hamilton is finishing a new and commodious brick store, and Mr. Harris a beautiful frame dwelling. W. W. S. has just opened a full grocery store. The former popular landlord, Alonzo Plank, just left the bar and embarked in the grocery business; success attend him. A. D. V. now offers for sale a choice selection of drugs, &c.—nothing like physic. Several other new enterprises deserve favorable mention, but space is wanting. But the pride of the village, cannot be overlooked—a new brick church, by the C. Presbyterians, nearly opposite Joseph G. residence. This certainly is a superb structure, thirty-four by fifty-six feet, with a spacious gallery, heated by furnace from basement; architecture, Gothic; cost, \$8,000. The pastor, Rev. J. Douglas, who courted showed the building, seems a gentleman in every respect worthy of the position. Among merchants—A. T. Button, J. B. Wm. Hamilton, J. C. Fawcett, I. G. C. &c. Your correspondent must acknowledge with many thanks the courtesy of G. W. Capt. Spears, J. W. C. Brown and Weeks in furnishing the required information.

## STOUFFVILLE.

The progress of this village during the present season is truly astonishing. One must look well after her laurels or Stouffville will soon leave her far behind. Twenty new buildings are now progressing and far advanced, for the material gathered to commence them. Some new structures are of very large proportions and are being finished in a style that do honor to a city. For instance, Mr. L. new tavern, thirty-six by sixty, two half stories, with twenty-two rooms, fitted up with all the modern appliances.



**FOR SALE**, at \$10 per ton, at the  
**MAJOR MILLS, WHITEVALE.**  
 W. & J. SPINK.  
 Whitevale, Pickering, Sept. 2, 1869. 668-8

**FRANKLIN MILLS:**  
 (Formerly Tools), Lot 7, 7th Con., East Gwillimbury.

**THE** undersigned having purchased the above Mills, beg leave to inform the public that he is now prepared to do

**CRISTING AND CHOPPING**

In the best style and on the shortest notice. As the Mills are in first-class running order, the proprietor feels confident that, with his long experience in the milling business, he is able to give entire satisfaction.

The Highest Price paid for Good Merchantable Wheat.

**JOHN RAMSDEN,**  
 Proprietor,  
 East Gwillimbury, Sept. 8, 1869. 668-8m

**Toronto and Nipissing R. R.**

**TENDERS** are invited for the following works on the line of railway from Scarborough to Coblenk:

1. Clearing and Grubbing.
2. Grading.
3. Ties.
4. Fencing.
5. Stone Culverts.
6. Timber Bridges.

Plans and specifications can be seen at the Company's office, cor. Bay and Front Sts., Toronto, on and after 20th September, and tenders will be opened on 11th October. The Company do not bind themselves to accept the lowest or any tender. The names of good and sufficient sureties to the extent of one-half the amount of the tender must be given. Tenders to be endorsed on the outside with the description of work, and the number of the Section to which they apply, to be addressed to

**JAS. GRAHAM,**  
 Secretary, T. & N. R. Co.  
 Toronto, Sept. 7, 1869. 669-8

**C. DAWES' HOTEL,**  
 NORWAY.

The above Hotel has recently been purchased by Mr. C. Dawes, and is now in thorough repair and newly furnished.

The Stabling, &c., have been put in efficient repair, and nothing left undone to meet the requirements of old and new customers who may favor him with their support.

The Table supplied with the best of the season. Wines, Liquors and Cigars of the best brands, kept at the Bar.

N. B. Farmers and others will do well to call and purchase their liquors from him, being Agent for a first-class wholesale house.

**C. DAWES,**  
 Proprietor.  
 Norway, Sept. 4, 1869. 668-y

**Trees and Vines for Sale**

FOR  
**FALL AND SPRING DELIVERY.**  
 15,000 Apple Trees,  
 10,000 Pear Trees,  
 7,000 Plum Trees,  
 45,000 Grape Vines,  
 And any amount of other Nursery Stock.

I guarantee the above stock second to none in the market, and I will dispose of it at

**TWENTY PER CENT. CHEAPER**

Than any agent in Canada.  
 This is a rare chance for any one that wishes to plant a vineyard.  
 Call and see before purchasing elsewhere.

Address,  
**DAVID REESOR, JR.,**  
 Cedar Grove.  
 September 1, 1869. 667-ff

Has just finished a first class Harrow, which he offers for hire on reasonable terms.  
 Hagerman's Corners, Sept. 3, 1869. 668-13

**JAMES E. ELLIS & Co.,**  
 WATCHMAKERS,  
**JEWELLERS AND SILVERSMITHS,**  
 43 King Street East, Toronto.  
 July 22, 1869. 661-y

**W. A. LAW,**  
**LAND BROKER, ACCOUNTANT,**  
 CONVEYANCER, COMMISSIONER,  
 Insurance and General Agent.

Office—Nearly opposite Squire Wholer's Mill, Stouffville, Ont.  
 Stouffville, June 10, 1869. 655-ff

**MISS PEARE,**  
**MUSIC TEACHER,**  
 IS prepared to take a limited number of pupils for the Piano-forte, Organ and Melodeon. Also, Cultivation of the Voice.  
 REFERENCE—J. Carter, Organist of St. James' Cathedral, Toronto.  
 RESIDENCE—Main St. Markham.  
 Markham, May 27, 1869. 658-ff

**ARMSTRONG HOUSE,**  
 Main Street, Uxbridge.  
**E. ARMSTRONG,**  
 Proprietor.  
 Uxbridge, June 15, 1869. 650-ff

**Patent Eave-trough for the Dominion**

AT \$6 PER 100 FEET.  
 ALSO,  
 Sap Buckets and Pails, Cider Mills and Washing Machines. For particulars address,  
**JOHN LANGSTAFF,**  
 Steam Mills, Thornhill.  
 July 21, 1869. 633

**RINGWOOD STORE:**

DISTRIBUTION OF THE

**GOLDEN BOOT.**

**NEW STOCK,**

INCLUDING

**Hay Forks, THE HONEST**

**Horse-Fork Rope,**

**Harvest Mitts,**

**Carefully Selected Dye Stuffs,**

**Summer Clothing,**

**Viola Dry Goods, Groceries, &c.**

**L. LEHMAN.**  
 Ringwood, July 13, 1869. 633-ff

**Executors' Sale.**

Will be sold by Public Auction,

**ON TUESDAY, OCTOBER 12th, 1869**

On real of Lot No. 8, 5th Con. Markham, two valuable farms, the property of the late Thomas Elvis.

PARCEL 1 is composed of the east half of Lot No. 8, in the 5th Con. of the Township of Markham, on which there is a good brick house, good outbuildings, well fenced and watered, and ninety acres under cultivation.

PARCEL 2 is composed of fifty acres, being the north-west quarter of Lot No. 8, in the 5th Con. of the Township of Markham, on which there is a house and good frame barn, well watered, and forty-five acres under cultivation.

Title indisputable. Terms made known on day of sale. Sale to commence at one o'clock, p.m.

**JAMES FAIRY, ESQ.**

Whitechurch, Aug. 23, 1869. 664-2

**A Rare Chance.**

**STORE TO LET OR LEASE.**

**A GOOD** and old established Grocery and Provision Store to let, with a Licensed Tavern adjoining, in Toronto. Apply to  
 38 Trinity Street, Toronto,  
 Near Gooderham & Worts' Mills.  
 Toronto, Sept. 1, 1869. 667-8

**For Sale.**

**ONE** 3-spring Democrat Waggon, made by McGill & Morgan. One second-hand Buggy, nearly new. Terms easy. Apply to

**R. WILSON,**  
 Main St. Markham.  
 May 5, 1869. 650-t

**Fat cattle Wanted.**

**MESSRS.** Dobinson & Hawkins are prepared to pay the highest market price in Cash for Fat Cattle, Sheep, Lambs, &c.

**J. DOBINSON,**  
**G. F. HAWKINS.**  
 Markham, June 2, 1869. 654-ff

**To Let, or Partner Wanted.**

**THE MARKHAM FOUNDRY** will be let on reasonable terms. It is located in the old and rich agricultural township of Markham, and is within a short distance of the contemplated Toronto and Nipissing Railway station, and in the best business part of Markham village, and only nineteen miles from Toronto. The facilities for doing a large business are not excelled in the Province. A partner, who understands the business, with a capital of from \$2000 to \$5000, will be taken.

Apply (if by letter, post-paid) to  
**JOHN NICHOLS.**  
 Markham, July 28, 1869. 662-ff

**For Sale.**

**THE Franklin Mills,** East Gwillimbury, consisting of a Flour and Grist Mill, containing two run of stones, one custom and one merchant bolt, with machinery complete. Also, a Saw Mill, with a quantity of logs. The mill is situated on a never-failing stream. Also, eighty-six acres of land, with a good dwelling house and stables thereon. For terms, enquire of W. H. Summerfelt, Mount Albert, or of the undersigned. Also, three Farms and Saw Mill to rent, enquire of

**P. MILNE,**  
 Milnesville, Markham.  
 July 14, 1869. 660-3mp

**Notice.**

**NOTICE** is hereby given that application will be made to the Legislature of the Province of Ontario, at its next session, for amendment to the charter of the Toronto and Nipissing Railway Company, by which the said Company will be empowered to use the bonuses, granted, or hereafter to be granted by municipalities for the construction of said Railway, towards the building of said Railway from a point on the Grand Trunk Railway, in the Township of Scarborough, less such amount as may be required to be used between said point on the Grand Trunk Railway and the City of Toronto; and also to extend the time for the completion of said Railway; and notice is hereby given that it will also be asked that power be given to the ratepayers of any portion of any municipality, on or near the line of said Railway, or any of its branches, to assess themselves for the purpose of granting a bonus or bonuses towards the construction of said Toronto and Nipissing Railway.

**JOHN LEYS,**  
 Solicitor T. & N. Railway Company,  
 Toronto, August 24, 1869. 660-4

**MARKHAM MILLS,**  
**MARKHAM VILLAGE.**

**Superior Extra Flour,**

**Extra Superfine Flour,**

**Family Extra Flour,**

**Straight No. 1,**

**Cracked Wheat Meal,**

**Superior Extra Flour** can be had by ordering



ME 69 09 09

way; and it will be a great shame to us and our American colonists if the citizens of the United States should be allowed to absorb all the routes from the Atlantic to the Pacific."—*Chambers' Journal*.

"It is gratifying," says the *Montreal News*, commenting upon this extract, "to find a journal, which reflects the sentiments of a large majority of the thinking people of Great Britain, advocating the carrying out of an enterprise upon which the prosperity of Canada and the stability of the empire so much depend. The very fact of the subject being discussed in England is in itself encouraging, even although no active measures may at once be taken. We have no doubt that the opinion expressed by Sir George Cartier a few days since will eventually be realized, when he said:

"I believe that all England will be brought to the consideration of the great fact of the highway that will be opened up by the construction of the Intercolonial railway. The Suez canal will shorten the transit between Europe and the Mediterranean ports, and will prove of great advantage to Turkey, Russia, Austria and France. The only way for England to obtain a shorter mode of transit to China, Japan, and other countries, is by building a road through her own territory on this side of the Atlantic, continuing the Intercolonial railway to the great Pacific by means of British capital and through British territory."

"We are inclined to believe that the honorable baronet has good reason for his belief, more especially as it is so completely confirmed by persons who have lately returned from Great Britain after having had peculiarly favorable opportunities of forming a just opinion as to the state of public feeling there. It is for the government and press and people of Canada to try and awaken a yet deeper interest in this subject among the commercial classes of England than exists at present; to show them that the Intercolonial railway, which we desire to see constructed, is not merely a road to be used in promoting the settlement and development of the Dominion; but that so far as the people of the United Kingdom themselves are concerned, and without any reference to our political or pecuniary safety, this is one of the greatest questions which can engage the attention of Englishmen; in fact, that, as *Chambers' Journal* well says, 'there is not in the whole range of British enterprise a present scheme more worthy of attention than this.' We all know that the benefits which the construction of this road would confer upon Canada would be immense; they are almost incalculable; thousands and thousands of acres of rich fruitful soil, such as cannot be surpassed upon this continent, would be brought under cultivation, which, without a railroad, would never be trodden by man. The fact that the Intercolonial railway would benefit Canada, would scarcely be considered a drawback by any Englishman save Mr. Bright and that celebrated baronet who, having spent something less than a week in the Dominion, condemned both country and people in a manner alone distinguished by its thorough ignorance and superciliousness. But it is only from a narrow and thoroughly selfish standpoint that we ask the minded men of England to regard this scheme. We have heard some talk about a railway to India and Eastern Asia, to be constructed by English capitalists, through the dominions of Turkey and a portion of Persia. But such a road would be constantly liable to interruption, and could not be counted upon from one day to another as thoroughly reliable. It might possibly be the quickest road to the east when running under favorable circumstances; but in the event of war, or of any local disturbances, of what use would it be to Great Britain? A railroad is offered through British territory, which at all times and under all circumstances would be available; the people of Canada are ready to the utmost of their ability to assist the work by land grants or other means; the construction of the road would provide homes for British emigrants within the limits of the

would insure, as generally as men do, the risk would pay; but, as a rule, healthy women don't apply for policies. It is when a woman feels a premonition of some disorder, that may not be apparent to the examiner, that she applies, and the companies say, that in such cases neither she nor her husband are apt to disclose the real state of the case.

### Toronto and Nipissing Railway.

The plans of the first section of eighty miles, which extends from the Scarborough Station, on the Grand Trunk Railway, to Woodville, and thence to Cobocook, which will be the terminus of that section, are now nearly complete, and the few details that remain are being as rapidly pushed forward as a well appointed and well conducted staff of draughtsmen can perform the duty. Whilst the plans, estimates, and general arrangements for laying down the permanent way are thus in orderly progress, the management has been organized with vigour. The new offices of the company, noticed in a recent issue, have been partially fitted up, and rooms, furnished with the necessary appliances, apportioned to the Board of Trustees, Board of Directors, for Board and Committee meetings, Secretary, Engineer and Draughtsmen. The Committee meet regularly for the despatch of business, and under their hands the intricate machinery of a new and important company, dealing with large and varied interests, is rapidly falling into method and precision. The Committees formed are—Finance, Mr. Gooderham, chairman; Construction, Mr. W. F. McMaster, chairman; Traffic, Mr. Chisholm, chairman; Supplies, Mr. Shedden, chairman; Mr. Robert W. Elliott is president, and Mr. James E. Smith vice-president. The plans and specifications, when completed (which will be in the course of this week), will be immediately placed in the hands of the Chief Engineer, who is expected on Thursday or Friday for that purpose, and by him examined and corrected. As soon as this is done the tenders now advertised for, for clearing and grubbing, grading, ties, fencing, stone, culverts and timber bridges, will be opened and their examination proceeded with. Plans for the country stations are now finishing. The designs are pretty and based on economy combined with thorough efficiency. The plan for the depot here is ready, and has been well considered with a view to convenience and a due regard to economy. The depot will be erected on a piece of ground near the old gas, and between that and the Grand Trunk line, with which it will connect with switches. The company has entered into a provisional agreement with the Grand Trunk Railway to lay down a third line, for its exclusive use, on the track of that company along the wharf frontage, so that the Toronto and Nipissing Railroad will be able to deliver freight direct to any or all of the elevators. Altogether very fair progress has been made.—*Globe*, Aug. 7.

The Judicial Commission appointed to investigate the case of the imprisoned nun at Cracow, commenced their proceedings on July 28th, by going over the convent in company with an escort of police, in passing through the refectory, they discovered, according to the *Krzy*, of Cracow, a secret chamber containing a whole collection of medieval instruments of torture. Among these are two huge crosses, weighing eighty pounds each, which guilty nuns had to wear on their backs as a punishment, two heavy stones, of marble, to be placed on the chest, and a number of crowns of thorns, with long and sharp iron nails. There were also several girdles, also fitted with nails pointing inwards, which it is said were worn next the skin by penitents, and there was a sort of knot for flogging the refractory. The Commissioners next proceeded to the chapel, and found in the choir four coffins containing the bodies of former abbesses. The corpses

which he helped to launch. If Mr. Brown really possesses one half the administrative talent his friends claim for him, it is a pity that that talent should be lost to the country. He joined the Tories to bring about Confederation—now let him see the work fairly completed, and assist in organizing the new departments, because there is no doubt of this fact, that if a union of parties secures the best talent and statesmanship to provide for us the best constitution, then it is equally clear that the same combination of talent and statesmanship would show equal superiority in organizing and bringing into practical working the several departments for which the constitution provides. A good system of government may be made offensive by being badly administered. This scheme of Confederation, now nearly completed, requires in its initiation the best talent the country can furnish. If we see the ship of State in distress, it is our duty to go to the rescue and bring it safely into port. People generally get tired of politicians who spend their lives in grumbling about the way others do their work, and yet refuse to do any better themselves when the opportunity offers. Go in, Mr. Brown, and try your hand. We would rather support you in building up, than in tearing down. It is certain that if any other person accepts the office of Finance Minister, whether Reformer or Conservative, Mr. Brown would condemn the appointment. Surely, then, he will not refuse to perform the difficult task.

### NARROW-GUAGE MEETINGS IN REACH.

Four simultaneous meetings were held in Reach on Sept. 1st—at Mantleaver, Epsom, Greenbank and Saintfield—for the purpose of advising with the ratepayers as to the present position of railway matters. The meetings were addressed by Messrs. Laidlaw, Manning, J. E. Smith, McNab, Elliot, Bennet, Braithwaite, Gooderham and Boxall, on behalf of the Toronto and Nipissing Railway, and by Messrs. J. H. Perry, Reynolds, Bigelow, Campbell, Gordon, and Ganton, on behalf of the by-law for granting the bonus.

Reach last year passed a by-law giving a bonus of \$40,000 to the Whitby and Port Perry Railway Company, but in order to conciliate the ratepayers on the western side of the township it was made conditional that \$10,000 should be used in the construction of a branch to Enderby. This branch would have to only accommodate a much larger area of the township, but would have secured the great benefit of competition on all traffic coming either to Port Perry or Uxbridge. This did not suit the views of the Whitby interest, and an amendment was introduced at a time when the farmers were sowing in the harvest field, to give the whole \$40,000 to the main route of the Whitby and Port

and expense in the town of Godfrey. A gentleman put in the town of Godfrey an equilateral triangle 3 cents for every square foot. It cost him \$60 more every yard in both area of the lot. Since the celebration in Will Water 22 minutes and 40 seconds it takes them to row and up again, the current of 3 miles. Answer to problem. Correct answers Jacques, Malvern, Creek.

### Mathematics.

A gentleman put in the town of Godfrey an equilateral triangle 3 cents for every square foot. It cost him \$60 more every yard in both area of the lot. Since the celebration in Will Water 22 minutes and 40 seconds it takes them to row and up again, the current of 3 miles. Answer to problem. Correct answers Jacques, Malvern, Creek.

### Western Lake.

We have received this Company. For receipts for the past 1869, were \$305,021. Payments were \$212,431 on the year's transactions favor of \$93,594.71. The company is doing a very fine department in Ontario, and have our readers, to whom a source of pleasure and security is afforded by vigilance, zeal, and officers and agents.

### Temperance.

Templars of Union held in Crosby Hall 18th inst. Tea will be served. The celebrated Band has been engaged for some of their choicest music on the occasion of base ball, cricket, and other sports. It will be provided to make it pleasant and entertaining. Let the friends of temperance to show the girls that their efforts are being appreciated.

### Parkman.

But the attention of the residents of Parkman is called to the fact that the many years past the best prices for grain and Cattle are being secured by the



## Labor Representation League.

The Sunday Times, of August 23rd, says:—One of the greatest dangers of the modern democracy, to which we are in England especially exposed, is beginning to develop itself. We refer to the organization of labor for political purposes. There has been just established in London a 'Labor Representation League,' the object of which is to 'promote throughout the kingdom the registration of working men's votes, without reference to their political opinions or party bias; its aim being to organize fully the strength of the operative classes as an electoral power, so that when necessary it may be brought to bear with effect on any important political, social, or industrial question, in the issue of which their interests are involved.' The principal duty of this new association will be to 'procure the return to parliament of qualified working men; persons who by character and ability command the confidence of their class, and who are competent to deal satisfactorily with questions of general interest, as well as with those in which they are specially interested. Beyond this, it will when deemed necessary recommend and support as candidates from amongst other classes such persons as have studied the great labor problem, and have proved themselves friendly to an equitable settlement of the many difficult points which it involves.' The league will further 'aid in promoting all such political, industrial, and social questions as involve the well-being of the working classes. It will watch the progress of bills in parliament which deal with working men's interests. It will promote bills necessary for their security and welfare.' 'The business of the league will be conducted by an executive council in London, which will act through a general body in the metropolis as well as throughout the various cities and towns in the kingdom; so that the main purpose of its projectors—viz., unity of action, will be the more easily and effectively accomplished. The great tendency of modern political action is to secure to mighty interests a preponderating force in the legislature. It is as well, perhaps, that the working classes should not be excluded from the competition. At the same time, we confess that we watch this new phase of a great social struggle with grave apprehensions, and, indeed, with what amounts almost to a conviction that the prosperity and happiness of the country will be most seriously compromised in the issue.—Times, London, Eng.

The Oswego Times gives an account of a remarkably narrow escape of some passengers on board the propeller *Young America* at the collision of that boat with a schooner at Port Colborne on Wednesday morning. The schooner was being towed along and her lines became en-

## Toronto and Nipissing Railway.

TENDERS are invited for the following works on the line of Railway from Scarborough to Cobocook:—

- 1—CLEANING AND GRUBBING.
- 2—GRADING.
- 3—TIES.
- 4—FENCING.
- 5—STONE CULVERTS.
- 6—TIMBER BRIDGES.

Plans and Specifications can be seen at the Company's Office, corner Bay and Front streets Toronto, on and after 30th September; and Tenders will be opened 11th October.

The company do not bind themselves to accept the lowest or any tender. The names of good and sufficient sureties to the extent of one half the amount of the tender must be given. Tenders to be endorsed on the outside with the description of work, and the number of the section to which they apply, to be addressed to

JAMES GRAHAM,

Secretary T. & N. R. Co.

Toronto, Sept. 16th 1869.

15-3w

## FARM FOR SALE.

THE Subscribers will offer for sale by Public Auction, on Friday the 17th day of September 1869, at one o'clock p. m., Lot No. 32 in the 5th concession of the township of

## Uxbridge!

in the County of Ontario. The above lot contains 200 acres, and will be sold in whole, or in part, as may be found advisable by the Trustees. This lot is situated in an excellent agricultural district, and is within one and a half miles of Uxbridge Village. There are upwards of 100 acres cleared and under good cultivation. There is a first-class

## STONE HOUSE

and other good farm buildings on the premises. For terms and other information, apply to the subscribers,

ISAAC JAMES,

I. J. GOULD,

11-5w

Trustees under deed and decree of Chancery.

## PARK LOT FOR SALE.

THE Subscriber offers for sale, 5 acres of land, situated in the Township of Uxbridge, being part of lot 31 in the 3rd concession. There is a good frame building, which might be used as a work-shop or dwelling—and a good well of water on the premises. This property is situated in a locality, among Mills, Factories, Churches, School Houses, etc. The sum of \$200 to be paid down, and reasonable time will be given for the payment of the balance.

For further particulars, apply, if by letter pre-paid to DR. J. D. SMITH, 4th line of Scott, or to JOHN COOPER, Randall Settlement, Uxbridge. 4-tf

## FARM FOR SALE.

A FARM for sale, being part of Lot 28, in the 6th Concession, containing 60 acres with 35 acres cleared. The land is in a good state of cultivation, well fenced and plenty of good water, within about 15 minutes walk from the flourishing Village of Uxbridge on the route of the Toronto and Nipissing Railway.



## NOTICE.

NOTICE is hereby given that application will be made to the Legislature of the Province of Ontario at its next session, for amendments to the Charter of the Toronto and Nipissing Railway Company, by which the said Company will be empowered to use the bonuses granted, or hereafter to be granted by Municipalities, for the construction of said railway, towards the building of said railway from a point on the Grand Trunk Railway, in the township of Scarborough to Cobocook less such amount as may be required to be used between said point on the line of the Grand Trunk Railway and the city of Toronto; and also to extend the time for the completion of said railway. And notice is hereby given that it will also be asked that power be given to the ratepayers of any portion of any municipality, on, or near the line of said railway or any of its branches, to assess themselves for the purpose of granting a bonus, or bonuses towards the construction of said Toronto and Nipissing Railway.

JOHN LEYS,

Solicitor, Toronto and Nipissing R. Co.

Toronto, Aug. 24th 1869.

12-6w

## INSOLVENT ACT OF 1864. AND AMENDMENTS THERETO.

IN the matter of JOHN KESTEVEN, of the Township of Uxbridge, an Insolvent. The Creditors of the Insolvent are notified that he has made an assignment of his estate and effects, under the above Act, to me, the undersigned Assignee, and they are required to furnish me within two months from this date, with their claims, specifying the security they hold, if any, and the value of it, and, if none, stating the fact, the whole attested under oath, with the vouchers in support of such claim,

JAMES HOLDEN,  
OFFICIAL ASSIGNEE.

Dated at Whitby, this 30th day of August, 1869. 14-2w

## INSOLVENT ACT OF 1864. AND AMENDMENTS THERETO.

IN the matter of JOHN KESTEVEN, of the Township of Uxbridge, an Insolvent. In pursuance of the above act, I hereby call a Meeting of the creditors of the above named Insolvent, to be held at my office, in the town of Whitby, in the County of Ontario, on Wednesday, the twenty-second day of Sept., 1869, at eleven o'clock, in the forenoon, for

U5 69 09 15



## THE NEW RAILWAYS.

Everything is now fairly under way for the prosecution of work on the proposed new railways—the "narrow gauge" roads as they are properly termed; and the prospect is encouraging, that before the end of next Year the greater part of both will be finished. The Directors have already advertised for tenders for the construction of the road-bed and other works connected with the undertaking; and within a couple of months therefore we may expect to see gangs of men busily employed in preparing the new highways for the laying of the iron rails through to Cobocok,—not making its terminus at Uxbridge, as the Port Perry Standard foolishly intimates—over which such a large amount of produce is destined to find its way to market.

Things being in this forward state, it is a fitting time for us to offer a word of caution against errors which have marred the prospects of most of our Canadian railway enterprises. We would deplore the appearance of any of the evils which in the past have beset the Grand Trunk and the Great Western railways; and it is because we sympathize with Mr. Laidlaw's desire to make the new railways a success, both for the stockholders and the public, that we venture now to give expression to a timely warning.

The railways which have been built in this Country by the aid mainly of English capital have never been managed with the sole view to the profit of those who have embarked their means in them. The interests of the shareholders have been made subordinate to those of "managing directors" and "managers" sent out from England, with their armies of relatives, friends and hangers-on who have had axes to grind for their own benefit. It is notorious that on our great railways large sums which, if honestly applied, would have gone to increase the profits of the company, have been absorbed in paying commissions to persons connected in one way or another with the chief executive officers. For nearly everything purchased for the use of the railway—for all sorts of "stores" as they are called, ranging from huge castings to hand lamps—a greater price has been, and is now paid, than the same articles can be obtained for in the open market by ordinary buyers. The difference—a vast one when it is remembered that more than a million and a half is spent annually for stores on our railways—

our own railways. Men who are acquainted with the wants of the country, and who are familiar with the usages of its people, are best qualified to win success for these and other projected works of improvement.

What we have said leads to the expression of the hope that, as far as possible, Canadian trains and Canadian labor will be employed in carrying out these new Canadian enterprises, and that there will be the least necessity existing when they are finished to send out of the country any portion of the money which they may earn. We have Canadian contractors, who have the means and ability to build the roads; and we have Canadian railway-men to run them properly when they are built. Let these men be encouraged, and let the Directors not allow themselves to be carried away with the idea that it is necessary to go all the way to England to find men able to prosecute the work which Mr. Laidlaw has so wisely cut out for engineers, contractors and managers. We do not fear that the directors of the Toronto and Nipissing, or the Toronto Grey and Bruce Railways will look beyond the bounds of Canada for the material it will soon be necessary for them to employ; but nothing can be lost by this opportune hint as to what is expected of them in the premises.

### Dominion House.

Mr. J. C. Fawcett is now receiving his immense Stock of Fall and Winter Goods.—See Advertisement in this issue.

### Paints and Oils.

Mr. A. D. Weeks, Druggist, Uxbridge, is offering his large Stock of Paints and Oils, &c. at greatly reduced prices.—See Posters; also Advertisement in this issue.

### A Tea Meeting.

Our Bible Christian friends of Scott (3rd Con.) intend holding a Grand Tea Meeting on Thursday Sept. 30th.—See Posters.

### Pretty well Done.

Mr. L. Jones, Uxbridge Village, on Monday morning last walked to Mr. Noble's Farm, a distance of 3 miles, pulled 3 acres of peas and returned again the same day. Not a bad day's work.

### Postponement of Sale.

We have been requested to state that the sale of Lot 32 in the 5th Concession of Uxbridge will be postponed until Friday the 1st day of October. See advertisement in this issue.

### Appointment.

We understand that Messrs. Wheeler, Dickie, and Sangster of Uxbridge, are to purchase the Right-of-way for the Toronto and Nipissing Railway Company through the Townships of Reach and Uxbridge.

### Pic-Nic.

Quite an interesting game of Cricket was played between the Union club of Reach, and the Uxbridge first eleven, on the ground of the former on Thursday last. Considerable dissatisfaction was manifested during the first innings on account of the supposed dishonesty of the Uxbridge Umpire; but before the game was completed, the Reach boys were satisfied that he showed no partiality to either club in his ruling. The following is the score.

### REACH, FIRST INNINGS.

H. Barkell, b Bolster	...	5
A. Conner, run out	...	0
J. Philippo, b Bolster, c Walks	...	0
W. Robson, b Bolster	...	1
W. Hiscock, b Bascom, W.	...	0
L. Currie, b Bascom, W.	...	0
F. Enser, h w	...	2
H. Parsons, b Bascom, W.	...	0
R. Robinson, b Bolster	...	0
W. Currie, h w	...	4
M. Cochrane, not out	...	0
Wides	...	1
Total	...	13

### UXBRIDGE, FIRST INNINGS.

F. Golden, run out	...	0
R. Gilpin, b Philippo	...	14
W. Bascom, b Philippo	...	0
O. Bascom, b Conner, c Currie W.	...	0
T. Bolster, b Philippo	...	0
E. Armstrong, b Conner	...	7
B. Bascom, b Philippo	...	0
G. Wheeler, b Conner	...	3
J. Walks, b Philippo	...	7
J. Heard, b Conner	...	0
E. Moore, not out	...	0
Byes	...	3
Wides	...	4
No Balls	...	1
Total	...	39

### REACH, SECOND INNINGS.

W. Robson, b Bascom W.	...	0
F. Enser, s Wheeler	...	0
A. Conner, b Bascom, W.	...	0
J. Wright, run out	...	0
J. Philippo, b Bolster, c Moore	...	2
H. Barkel, b Bascom, W. c Wheeler	...	0
H. Parsons, b Bolster	...	6
L. Currie, run out	...	1
W. Currie, at Wheeler	...	0
W. Hiscock b Bascom, W.	...	4
R. Robinson, not out	...	3
Byes	...	4
Wides	...	3
Total	...	23
Total, 1st Innings.	...	13
Grand Total	...	36

### The Provincial Exhibition.

The Free Press says, at the Exhibition grounds the work of preparation is steadily going on, and will be completed in good time, notwithstanding a slight anxiety that some time ago existed that it would be backward. The carpentry of the interior of the main building being finished, a strong-force of painters are now engaged in coloring the walls and ceiling. This is found to be a job

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to hand lamps—water price has been, and is now paid, than the same articles can be obtained for in the open market by ordinary buyers. The difference—a vast one when it is remembered that more than a million and a half is spent annually for stores on one railway alone—goes into the pockets of favored parties who contribute nothing to the working of the road, and leave no claim further than that with which influence at headquarters endorses them. The history of successive managements is pretty much the same. Some energetic railway clerk is noticed by the English Directors, and presently when a change of management is determined upon, they send him out to this country, where he follows pretty much in the same foot-steps as his predecessors. A few of his friends fatten on the spoils, while the unfortunate shareholders are left to wonder how it is that, with enormous and increasing receipts from traffic, the surplus remaining to meet interest on bonds gradually grows less. This is an enigma which our English brothers cannot understand, but to many on this side of the Atlantic it is clear enough. We do not charge Mr. Brydges or Mr. Swinyard or other gentlemen occupying somewhat similar positions, with wilfully wasting the property entrusted to their charge; but ugly stories find circulation occasionally, and it is rather surprising that some people seem to be more favored than others, and get rich through their railway connections, while shareholders have but a poor prospect of ever seeing a dividend. This prosperity of favored individuals being plainly manifest, it is not surprising that evidence should be given to many curious stories—that it should be believed, for instance, that the nephew of a manager has an interest in many of the contracts entered into by the Company, including, among others, a large one, with a Montreal Company for the supply of car-wheels.

Whether these statements be true or false—and one has not to go far in Montreal and other places to hear them with every variety of detail—there can be no doubt that they are injurious to the railway companies concerned, and that they have also a bad influence upon the tone of public sentiment. It would be extremely unfortunate if the belief should be generally entertained, based upon sufficient grounds or not, that the leading officers of our railways are in league with men whose object is to divert every penny they can from the legitimate channel into which the income derived from working the railways should be directed. Whatever corruption may exist—it may be much or it may be greatly less than

We understand that Messrs. Wheeler, Dickie, and Sangster of Uxbridge, are to purchase the Right-of-way for the Toronto and Nipissing Railway Company through the Townships of Reach and Uxbridge.

#### Pic-Nic.

The members and friends of the M. E. Sabbath School in this village, intend taking an afternoon's recreation in the South Woods on Tuesday 28th inst. Refreshments to be served in Pic-nic style.

#### A Good Time Coming.

By reference to our advertising columns, it will be seen that there is to be a grand Pic-nic in Mr. G. Vernon's Grove, 7th Concession of Scott, on Friday, October 1st. Addresses will be delivered by a number of prominent speakers.

#### Temperance Demonstration.

Our Temperance friends at Pine Orchard had a good time on Saturday last in the shape of a mammoth Festival. There were present Lodges from Newmarket, Sharon, and Uxbridge; but not in as large numbers as we expected to have seen.

#### Missionary Meeting.

The Annual Missionary meeting in connection with the M. E. Church in Uxbridge Village, will be held in their chapel on Tuesday night, 28th inst. Services to commence at half-past seven. Speakers: Rev. J. Curtis, R. Sanderson, T. C. Brown and others. The services will be enlivened with music.

#### New Music.

Mr. C. Bruce of the Uxbridge Variety Hall, has laid on our table this week some beautiful selections of sheet music, of which he has on hand a large quantity. He is now receiving extensive additions to his stock, both in the musical line (such as Pianos, Organs, Melodeons, &c.) and in the stationery line. Having bought in the best markets, and for Cash, he is prepared to offer special inducements to purchasers. He is bound not to be undersold, give him a call.—See Advertisement.

#### Madoc.

The *Madoc Mercury* says that public lands in several of the rear townships in this County are now offered for sale as mining lands under the "General Mining Act of 1869," at one dollar per acre, payable at the time of sale. The announcement of this arrangement has been received here with significant indifference and the remark, if any allusion at all is made to the subject, that this action should have been taken long ago, while those inclined to try their hand at mining were on the spot. And if those who are supposed to retain their ancient faith in the richness of this gold region are told "better late than never," and that they have now a chance to obtain

already going on, and will be completed in good time, notwithstanding a slight anxiety that some time ago existed that it would be backward. The carpentry of the interior of the main building being finished, a strong force of painters are now engaged in coloring the walls and ceiling. This is found to be a job of much more difficulty, in consequence of the damaged and leaky condition of the roof. It had admitted water copiously and caused stains which it is difficult to erase or cover up. Mr. Bonser is overseeing the job, and will no doubt get it pushed forward in ample time. The Agricultural Hall, a permanent wooden structure, has been completed by the contractor, Mr. John Christie, and is now in the hands of the whitewashers, who are brightening up the interior in attractive style. All the cattle sheds, and sheep and pig pens, have been put to rights, and ready to receive their occupants. The horse and cattle rings are in place; all the stables repaired and whitewashed, the poultry shed erected, and the various offices in connection with the Exhibition put in order. The contract for the construction of the hen coops has been let to Mr. Craig, of Bathurst street, who will soon have them all in place. The water is accumulating in Lake Horn; the useless buildings are in course of removal off the grounds, and 'apple pie order' will reign there by Saturday night. The lessees of booths yesterday began to drive in their stakes and take possession of their plots.

#### Fire on Queen St. West.

On Friday, Sept. the 17th., between two and three o'clock in the morning, a fire broke out in a block of houses on the north side of Queen street, near Denison Avenue. The block, which was of wood, was composed of three one-story houses in front, with dwelling houses, a story and a half higher, attached to the rear. The western part of the block was occupied by Henry Chaloner as a small dry goods store; the middle part was occupied as a saloon by a Mr. Brown, while Mrs. Alexander kept a small grocery in the east part of the block. How the fire originated it is quite impossible to ascertain, but everything points to the fact that it had its origin in the north-west corner of the block, and in the lower part of the building. Some suggest lightning as the cause of the conflagration; others maintain with great earnestness that incendiarianism had been at work, for there never was any fire in the part of the building where the fire originated. However that may be, immediately after the fire was discovered it made its way with amazing rapidity all over the block, and in less than two hours the whole was in ruins. The sad part of the story is that two little children were burned to death, while a fireman received injuries which it is feared will prove fatal. The two children were a girl named Annie, six years of age, and a boy named Arthur, aged four, the son and daughter of Mr. Chaloner.—*Globe*.

SUICIDE AT OSHAWA.—A woman named Mary Stewart, wife of a

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have seen.

#### Missionary Meeting.

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the grounds, and 'apple pie order' will reign there by Saturday night. The lessees of booths yesterday began to drive in their stakes and take possession of their plots.

#### Fire on Queen St. West.

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SUICIDE AT OSHAWA.—A woman named Mary Stewart, wife of a workman at the Oshawa cabinet factory, committed suicide, by cutting her throat with a razor. She had been afflicted with attacks of insanity for many years, and it was while laboring under one of those attacks that she committed the fatal deed. A coroner's verdict was returned in accordance with the facts.

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thought that he was killed outright. He was found to be dreadfully injured and bruised, and was conveyed to his home on the corner of Caroline and Duke streets, where he is now lying in a most precarious condition, little hopes being entertained for his recovery. Kidd is a painter by trade, and is of good character. Hurst was also conveyed home and has had his arm set and his bruises attended to.

About five o'clock in the morning the fire was entirely extinguished, and the charred remains of the little unfortunates were obtained from the ruins. Mrs. McCutcheon was the owner of all the houses burned. She is fully insured, as is also, we believe, Mr. Chabner. We did not learn whether the others were losers, or to what extent.—*Telegraph, Sept. 18.*

It is our melancholy duty to add that Mr. James Kidd, the fireman, died on Saturday afternoon. He breathed his last about five o'clock.

#### 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.

## THE Markham Economist.

MARKHAM, THURSDAY, SEPT. 23.

#### IMPORTANT NOTICE.

Parties indebted to this office for subscriptions, job printing or advertising, will confer a favor by paying up immediately. We require every dollar due us to purchase material, pay wages, and meet the actual expenses of the office. A word to the wise is sufficient.

#### HOW TO TREAT OUR FRIENDS.

The *Globe* of the 17th inst., in speaking of the Dominion Government, says:

"From one reason or another Cabinet Ministers have slipped away; and to supply their places all the effort has been to secure mere nobodies, with little ability, less experience, and no standing or influence."

Now let us see how much truth there is in the *Globe's* statement. The cry against Confederation in Nova Scotia defeated Mr. Archibald; he was obliged, therefore, to resign his seat in the Cabinet, or, as the *Globe* says, slipped away. Who, then, is the political nobody they have secured from Nova Scotia since Mr. Archibald's resignation? No less a man than the Hon. Joseph Howe—a public man of thirty years standing—and at the time he came into the Dominion Cabinet, without a single exception, the most influential politician in Nova Scotia, and one of the ablest statesmen of the Dominion—so able, indeed, that he was offered the leadership in the ranks of the Opposition in the first Dominion Parliament. This position he declined to accept. He had always been a thorough-

with Mr. Brown. But when the Confederation scheme came up, Mr. Atkins opposed that clause of the scheme which took from the people the power of electing the members of the Senate, and gave to the Government the power of appointing them for life. Now, we think Mr. Atkins was right in thus standing up for the rights of the people. Mr. Brown thought otherwise. Surely this is not the reason why Mr. Atkins is referred to as a "political nobody." Whether this be the reason or not, certain it is that Mr. Brown never made a greater blunder than when he supported that part of the Confederation scheme which places in the hands of the Government the appointment for life of the members of the Senate. The Government have quite patronage enough without being allowed to create a distinct branch of the Legislature. But apart from the merits or demerits of an elected or appointed Senate, we must protest against any Reform journal assuming the right to denounce as political nobodies all respectable members of the party who do not agree with its editor. If the Reform party must be forced into a permanent division, the *Globe* is taking the right course to bring about that result. The *Globe*, by forcing the issue of "no Coalition" at the last election, literally beheaded one half of the Reform candidates. If it continues in the same direction for three years more, the next election will be attended with similar results. But who are the other "political nobodies?" Mr. D. A. McDonald, a brother of the Ontario Premier, and a most thorough practical business man, but, like Mr. Atkins, he is neither a lawyer nor an editor, and, according to the *Globe*, must be a "political nobody." Thus while Reformers are nobodies, the Tories are, of course, nobodies. And now, since Mr. McDougall is leaving the Cabinet, the *Globe* has suddenly discovered that, with all his faults, he is the only able man in the Government. What then must be done? We can only see one remedy. Sweep away Parliament and instal Mr. Brown as dictator.

#### MARKHAM COUNCIL.

The above Council met at Unionville, on the 15th inst. Members all present. Reeve in the chair.

Mr. Lane presented a petition from Wm. A. Kirkpatrick and others, praying for aid for Robert Evans, a pauper.

Said petition was received and read.

Mr. Lane, seconded by Mr. Button, moves that the sum of \$12 be granted to Robert Evans, an indigent person, for the purpose of conveying him to his son in the state of Michigan, said sum payable to the order of the mover.—Carried.

Mr. Button introduced a by-law to divide the township of Markham into Electoral Divisions, which was passed by the Council.

Mr. Button introduced a by-law to appoint

REMARKS.

The Economist alone is to blame this time, as the Reeve did leave the notice of the meeting of the Council with us. Newspaper men are like the rest of mankind—fallible. We trust that in future similar omissions, should they occur, will be laid at the door of some one else, as we shall strive to avoid them. The next meeting of the Markham Council will be held on Saturday, the 23rd October next.

#### Toronto and Nipissing R. R.

Messrs. Elliot, President, J. E. Smith, Vice-President, and Shelden, Director, accompanied by Messrs. Wragg and Booth, Engineers, were along the line on Tuesday last. The engineers have already commenced locating the line and stations, and expect to finally complete the location in a short time. We hope to be enabled to inform our readers of the result through Scarborough and Markham in our next issue. The directors appear to be very anxious to carry out the requirements of the bonds given, which we hope will prove satisfactory to all.

#### District Meeting.

The Whitby District Meeting in connection with the Wesleyan Methodist Church was held in this place on Wednesday last (yesterday). The attendance of ministers and laymen was large. Amongst the number we noticed Dr. Jeffers, chairman, and the Rev. Mr. Dickson, secretary, of the district.

PRIZE LIST.—The Prize List of the East Riding of York and Markham Agricultural Societies' Fall Fair, in pamphlet form, will be ready for delivery to-morrow (Friday) evening. Parties wishing a copy can get them free of charge by applying at this office. Applications by letter must be prepaid.

#### The North Lanark Meeting.

MR. M'DOUGALL'S FAREWELL ADDRESS.

Almonte, Sept. 18.

Hon. Mr. McDougall met his constituents at Reilly's Hall, Almonte, at half-past four o'clock this afternoon. There was a fair attendance.

Mr. O'Brien was voted to the chair, and said in introducing the business of the meeting, that its object was to receive the farewell address of their representative in the Dominion Parliament, the Hon. Mr. McDougall, on the occasion of his leaving for the Red River Territory. Mr. McDougall had appeared to him to be the right hand man of the Government in purely business matters, and had therefore received their confidence. He had also suffered a family bereavement, which he need not now particularly refer to, and had therefore a claim to their sympathy. He considered the choice of the Government in selecting Mr. McDougall for the post of Governor of the North West Territory was the wisest that could have been made. He called upon the hon. gentleman to address the meeting.

Mr. McDougall then said:—

"MR. CHAIRMAN AND GENTLEMEN,—I must in the first place apologise to you, the electors of this constituency, who are here to-day to meet me for the purpose of hearing what I may properly term my farewell ad-

represented the difficulties the obstacles vanished away have been surprised very possibility the time referring to the Newfoundland, but tainly, we have sion of that term matter of fact, ing of the loan and execution. Bring the ter Company into territory I co importance to area equal in kingdoms, and of this continue the climate, as we come to s particularly, is bad as has b the Hudson's B all practical necessary to st about or the pe that I had som transaction wh marks now. I say, I say, is practically our its government future of that f ministrations of Newfoundland Union. The t the various por ranged with t foundland, and ly be expected as soon as the be completed, too, that from held with Mr. as to Prince E that all sensit political sect, in their own m defer to the clearly defined of the New Do in the way of country; and eighty or nin find it for their declared policy and of the D happy also to t will be ready a Federal Govern definite terms into the Union are satisfied a to join us. The to the North-W them farwell, which that cou dians who w that he should in Canadian e the election of a person who w with the duti closed bidding The meeting and confidence and to the Cha

The new El at the last sess required that s for each muni to the Clerk c before the 15 That date arr the municipal turns; and th



# THE UXBRIDGE JOURNAL

Wednesday Morning, Sept. 29th, 1869.

## NIPISSING.

The Port Perry *Standard* gets quite jubilant over the supposed difficulties of the Nipissing Road, and lauds the Reeve of Brock for the manly firmness which he is showing, in resisting the Directors of the cord-wood railway. We do not begrudge this stray crumb of comfort to those so long depressed, but we fear that even this new born joy will be short lived. The Engineering Staff are now locating the line and when they reach the Township of Brock, the interests of that Township, which to the *Standard* have suddenly grown so dear, will be carefully considered, and the pledges given, so far as engineering difficulties will permit, be faithfully adhered to.

The ill concealed exultation of the *Standard* at this seeming obstruction is, however, in exact keeping with its whole course since the first inception of the Nipissing Scheme, and in this respect fitly represents the place of its nativity for it would seem that the interests of that locality were so vitally connected with the non-success of the Narrow Gauge, that Port Perry Stock goes up or down, in an inverse ratio as things look dark or bright for Nipissing.

In pleasing contrast to such ungenerous sentiments is the sympathy of this section for those who are struggling for the accomplishment of the Whitby line; we regard them not with jealousy, but with admiration at their indomitable pluck, we hope to see the turning of the first sod, and the driving of the last spike, and when your pioneer locomotive sends its first scream across the Uxbridge hills we hope the "George Laidlaw" may send an answering scream, not of defiance, but of cheer.

The wealth and energies of a vast country have been lying dormant for years, ambition and enterprise have been paralyzed and inactive through want of communication with the business centres; and when we are just beginning to arouse from slumber, and look for the dawn of a brighter day, we cannot regard with patience, those who would retard its coming. The interests of a Public Journal should not be confined to the little group of houses, that may be counted from its office windows, but with a wider sweep and loftier view, aim to develop the resources, and benefit the masses of

## Grand Concert.

A Grand Vocal and Instrumental Concert will take place in the Town Hall, on Wednesday evening, October 6th. See advertisement and Posters.

## Conversations.

Remember the Pic-nic and Conversations, to be held in Mr. G. Vernon's Grove on Friday, Oct. 1st. See Advertisement.

## Farm for Sale.

By reference to our advertising columns it may be seen that Mr. John Herring, Scott, offers for sale 100 acres of land, situated in the County of Grey.

## The Uxbridge Mills.

Mr. Wheler's mill is again in operation, and with the extra addition of power gained by the putting in of the celebrated Turbine Water Wheel, is able to do any amount of gristing. See full particulars in advertisement, in next issue.

## Provincial Exhibition.

From the *Globe's* Reporter.

LONDON, Sept. 24.

Friday closed one of the most successful of the twenty-four Exhibitions held by the Provincial Arts and Agricultural Association. In the number of visitors, it is a question if this year's experience has ever been approached, and the crowds that have surged, and swayed from place to place during the past two days, justify the supposition that the number of tickets sold has been the largest within the history of the Association. Unfortunately no correct data is at hand to form a more accurate comparison of the number of tickets sold; but it is believed that the total number disposed of this year exceeds by 5,000 the number sold at any previous Exhibition. The number sold on each day is as follows:—

Tuesday.....	3,500
Wednesday.....	26,500
Thursday.....	25,500
Friday.....	4,600
	60,100

Fortunately the weather has been splendid. But this has only been one circumstance of the many that has tended to success. The visit of the Governor-General and Prince Arthur were inducements to a grand gathering, and aided in bringing together the largest crowd that has ever assembled in London the less. The descriptions of the buildings and grounds already published have conveyed an accurate idea of the comparative excellence of the live stock and articles exhibited in the different departments, and the general verdict fully corroborates our statements in reference to them. In some classes the show was undoubtedly very fine, and the general excellence is shown by the fact that in but very few

## Albert Assurance Company.

The collapse of the Albert Assurance Company is still the great topic of conversation. Everybody who has been actually connected with the business, with almost disdainful indignation disclaims all shares in the responsibility of the calamities which have come upon the shareholders and policy holders; and the bewailings of injured innocence would be quite edifying to the moral instincts of the generation in any less practical age than the present. On the other hand, however, outsiders are snatching at the remains of a miserably and criminally mismanaged business with a rapacity and cunning which should put all interested in the result on their guard.

The special meeting held on Saturday, when the report of the provisional liquidators, on which our correspondent 'Warder' commented last week, resulted in an adjournment. The resolution prepared for the occasion, the object of which was to ensure the assent of the shareholders to the registration of the company under the provisions of the Act of 1862, was carried indeed, but it is hardly to be wondered at that the feelings exhibited were not of the most amicable kind. Many statements acquire currency, no doubt, which are not free from the taint of exaggeration. But the worst of them, it must unfortunately be added, receive no contradiction. We should not think much of the fact, by itself considered, that the will of the late manager of the company has been proved under £60,000, but when it is stated that the secretary derived an income of £15,000 a year from the revenues of the association, one naturally feels anxious to get at some knowledge of the actual facts of the case. The *Pall Mall Gazette* has insisted that the collapse of the office was due to a reckless extension of business. Nothing was thought of, says our contemporary, except how to multiply the amount of premiums without reference to the liabilities thereby incurred. 'Not content with the issue of individual policies, the managers launched out into wholesale purchases of assurance contracts.' This is quite true; but the phenomenon is not incapable of explanation, even on the showing of the *Pall Mall Gazette* itself. Our contemporary says plainly enough 'The secret of this policy is not far to seek. Mr. Kirby, the manager, was mainly paid by a percentage on the premiums; and every amalgamation was celebrated by a distribution of docters among the gentlemen concerned. In one case £25,000 was so distributed between three officials of a bought-up company, the directors also pocketing £200 a piece. As much as £15,000 is said to have been awarded to Mr. Sheridan in another instance, and Mr. Price, the actuary, said he could read a long list of grants of this kind to different persons.' These statements are involved in confusing disputes, of course, but they have met with no trustworthy refutation. Indeed, it is

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The wealth and energies of a vast country have been lying dormant for years, ambition and enterprise have been paralyzed and inactive through want of communication with the business centres; and when we are just beginning to arouse from slumber, and look for the dawn of a brighter day, we cannot regard with patience, those who would retard its coming. The interests of a Public Journal should not be confined to the little group of houses, that may be counted from its office windows, but with a wider sweep and loftier view, aim to develop the resources, and benefit the masses of the country from which its vitality is derived. And until an editor can forget his petty sectional jealousies, or learn to effectually conceal them, his influence will be limited to the village he represents.

Mr. Gillespie will no doubt be surprised at his sudden popularity in a section, which a short time ago had an opportunity of showing their love, but did not, most dreadfully, and may sagely reflect upon the fickleness of human affection; "but they'll be true to thee O, Malcolm so long as thou art false to Nipissing and Brock, and the slab piles of the Swamp City shall blaze in honor of thy heroic obstinacy, but when thy hand has signed the fatal bond that gives to Brock its open road to wealth, the fires shall fade in *swampo crossum* and thy name become a household word of execration."

#### Examination of Teachers.

The Fall Examination of Teachers for the County of Ontario, will not take place on the 21st and 22nd as formerly announced.—See Advertisement.

#### Toronto and Nipissing Railway.

A call for 10 per cent on the Subscribed Capital of the Toronto and Nipissing Railway Company has been authorized.—See Advertisement.

#### Farm for Sale.

A good farm will be offered for sale by Public Auction at Armstrong's Hotel on Wednesday, the 20th day of October.—See Advertisement and Posters.

#### Changed Hands.

The Dry Goods business formerly carried on by Mr. S. Umphry, Udora, has been purchased by our enterprising young friend, Mr. R. S. Webster, who has made large additions to the Stock, and is prepared to offer special inducements to cash purchasers.—See Posters.

#### North Ontario Agricultural Society.

Every thing is being got in readiness for the reception of Goods, Implements,

Fortunately the weather has been splendid. But this has only been one circumstance of the many that has tended to success. The visit of the Governor-General and Prince Arthur were inducements to a grand gathering, and aided in bringing together the largest crowd that has ever assembled in London the less. The descriptions of the buildings and grounds already published have conveyed an accurate idea of the comparative excellence of the live stock and articles exhibited in the different departments, and the general verdict fully corroborates our statements in reference to them. In some classes the show was undoubtedly very fine, and the general excellence is shown by the fact that in but very few were the articles other than creditable.

**SMALL OIL WELLS.**—The Oil City (Pa) Times says the business of producing oil, like any other mechanical operation, requires a considerable degree of practical experience and skill. It is a trade of art, and there is probably no other that draws more heavily upon the resources of ingenuity to meet the requirements of unexpected emergencies. Not simply a mechanical genius sufficient to drill a hole nine hundred feet deep, but to practically test it for oil after it is down; and this is just where a great number of operators fail. It used to be expected, in the early days of oil development, that all that was necessary to do was to drill a hole in the earth, and if the oil was there when the drill "struck" it would come bubbling out of the ground; and there is no question but that many wells were abandoned that would have proved good paying wells if they had been properly tested, simply because the oil did not spout out of the ground and meet their enthusiastic expectations. This has been proved in very many instances by the "dry holes" subsequently falling into the hands of experienced operators and made to produce in good paying quantities.

It is the small wells that make the production to-day. They are generally in the hands of practical men who know how to manage them and their production is uniform and regular. Big wells are by no means the rule, and any new well which gives a yield of ten barrels per day is above the average; and it is the territory upon which these small wells are procured which is usually most durable and profitable. More persons have been permanently enriched and benefitted by the slow gains from small wells than from the big ones, and the prosperity and growth of the oil region is in a very great degree owing to the small wells. The days for thousand barrel wells and we might say of hundred barrel wells, also, are past and operators must make up their minds to a more moderate, but we believe a far more certain return. New wells must be better tested. In a great many instances wells which yield but a very little oil to begin with increase till they become very profitable.

phenomenon, even on the showing of the *Pall Mall Gazette* itself. Our contemporary says plainly enough "The secret of this policy is not far to seek. Mr. Kirby, the manager, was mainly paid by a percentage on the premiums; and every amalgamation was celebrated by a distribution of doctours among the gentlemen concerned. In one case £25,000 was so distributed between three officials of a bought-up company, the directors also pocketing £200 a piece. As much as £15,000 is said to have been awarded to Mr. Sheridan in another instance, and Mr. Price, the actuary, said he could read a long list of grants of this kind to different persons." These statements are involved in confusing disputes, of course, but they have met with no trustworthy refutation. Indeed, it is pretty clear that, extravagant and monstrous as they sound, the allegations of the *Daily News* are not wide of the mark. For seven years the company regularly lost money. The total of these losses amounted to more than a million and a quarter sterling. During that period the directors distributed in the shape of dividends and bonuses no less than £90,000, thus keeping up by false, not to say fraudulent, devices, the credit of the institution. On the same authority we learn that that Mr. C. G. Kirby, who was the original projector of the company, prescribed the deed of settlement, and concluded in his own interest, some exceedingly pretty and profitable engagements. Thus he secured to himself a right of £5, advantages, such as a salary of \$400 a year, and a residence in Waterloo Place. The effects of this little arrangement have been calculated. In 1855 the premiums amounted to £14,037, and Mr. Kirby's commission was £700. The next year the first amalgamation, that with the Beacon, took place, whereupon the premiums rose to £17,102, and Mr. Kirby's commission to £850. In 1827 the National Guardian Assurance, the London and County, and Times Companies, were amalgamated, and the premiums rose to £52,000, and Mr. Kirby's commission to £2,500. In 1858 the Bank of London Association was absorbed, and the premiums rose to £69,000, and Mr. Kirby's commission to \$3,450, all these commissions being in addition to Mr. Kirby's salary, and collateral advantages of his position. Mr. Kirby, in fact, became the benefactor of the Company, actually lending the Directors money to keep up his credit, so that among the debts set down in the report of the provisional liquidator as owing by the Company, there is a sum of £14,000 due to this same Mr. Kirby!

The relations between the hon. member for Dudley, Mr. H. B. Sheridan, are more vague; and we have the advantage of Mr. Sheridan's own explanations on the subject. As far as we can judge, the hon. gentleman was the commercial traveller of the concern, being paid, not by salary and commission, as was the resident acting-manager, but by commission only. It was Mr. Sheridan's occupation to buy up companies

Constitutional period of Cortes being the more the monarch thing which delatigabl tpenster's candidate bination or less various ca to attract of Prince of Genoa, and neph young pri a half of a land, and, endowed i sense. In sier class t affirms to the idea is to the thi Montpens years and of introd these diff an estimat its friends their ambi Duke de L his preten as a belie favorably ernment o the gross days since sent from announce Napoleon Spain in t bon dynast port, it as the gover itself called nial."

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