

Our old arkham, has arrived at He brought us all from the identified bred short that Mr. ought from att horses. son of East a horse and increased this season. American, sure heavy and Cota- tinction in

WHITCHURCH COUNCIL.

The above Council met at E. Miller's Inn, Ballantrae, on Tuesday the 5th inst., at the call of the Reeve. Reeve in the chair. The object of the meeting being to consider the petition of R. McCormick Esq., and 50 others, praying the Council to pass a by-law, to submit to a vote of the freeholders in the matter of granting a bonus of \$15,000 to the Lake Simcoe Junction Railway and for other business.

Mr. Jones, seconded by Mr. Lundy, moved that the Clerk be instructed to communicate with the Boards of High Schools Trustees of Richmondhill and Newmarket respectively, and request them to furnish a detailed statement, of the amount required from each Municipality, or part of Municipality, for the support of said schools, the assessed value of taxable property, in the Municipalities aforesaid, and the aggregate amount required in the respective Districts for school purposes.

The Council adjourned for dinner; after which the Reeve introduced, and read a first and second time in blank, a by-law to aid and assist the Lake Simcoe Junction Railway Company, by giving \$15,000 to said Company, by way bonus, and to issue debentures therefor and to authorize the levying of a special rate for the payment of the said Debentures, and interest thereon.

Council in Committee of the whole. Mr. Jones in the chair. The blanks were filled, and the Committee rose and reported the by-law as amended. Report adopted, and the by-law submitted to a vote of the freeholders to be taken on Saturday the 30th August, at the several polling places: Division No. 1—Forrester's Hall, 3rd con. No. 2—Orton's Hall, Lemonville. No. 3—Johnson's Waggon Shop, Bloomington. No. 4—Wheel-Wright Shop, Bogart Town. No. 5—Temperance Hall, Pine Orchard. No. 6—McCormick's Hall, Vivian.

Returning Officers: in 1st Division—Thos Lloyd; 2, William Cook; 3, Wm H Jones; 4, J. W. Collins; 5, Nelson May; 6, Robert Readhead. Council adjourned.

Newmarket Courier.

THE 'GRIP.'—The eleventh number of the Grip is unusually gay and full of pithy jokin'—original, rare and rare.

STRAKE.—The Toronto cabmen have struck. Pedestrianism is likely to be the order of the day for a time.

simply in the lock. This is all that is thought prudent to relate of the affair at present.

Mr. Bonett, night-watchman, informs us that on the first of July last it had come to his knowledge that a plot to rob the Post Office within a month from that time had been formed by certain parties who came to the city during the regatta, and he at once communicated with the P. O. authorities, and was waited upon by the deputy inspector, to whom he gave a detailed description of the persons implicated. Upon this information an extra constable of the city force was set to watch the building, but for some reason this beat was recently withdrawn.—Globe.

Serious Accident on the Northern R. R.

On Saturday afternoon, about ten minutes past three o'clock, an accident happened to the wood train coming south just as it had passed Thornhill station on the Northern railway, by which one man named John McDonnell had his leg broken and several other men narrowly escaped with their lives. It appears that when the train was about two miles south of Thornhill, a piece of cordwood by some means fell from the truck over on the couplings of the conductor's caboose. The train was going at a good rate of speed, and the piece of wood was made to revolve at a great rate under the caboose, thereby breaking away the couplings. Behind the conductor's caboose was another one used for conveying the men engaged on the line in unloading and loading the wood cars. This coming with the full momentum on to the partly disconnected conductor's van, drove the latter on the back at the side of the track and overturned it; fortunately the conductor, Phillip Small, who was standing on the engine driver's stop, fell off the platform into a ditch, the caboose falling immediately over him, the steps resting on his leg. Had he not fallen into the ditch, he would have been severely, perhaps fatally injured. The man John McDonnell, who was on the workman's caboose, jumped off when he saw the accident, and when picked up it was found he had broken his right leg just below the knee; it is feared the leg will have to be amputated. The other men had a very narrow escape. Some of the men went back to Thornhill for a doctor, but he was away from home, and Mr. McDonnell was placed on the tender of the engine, and brought on to Toronto, where he was sent to the hospital. The poor fellow has only been in Canada about four months from Ireland. He is held in high esteem by his fellow workmen, and much sympathy is expressed at the misfortune which has befallen him. One incident of the accident is that had the conductor's caboose overturned on the opposite side of the track to which it fell, it would have killed a small child, who was standing on the ground, and several other children playing nearby would have been killed.

The Select Committee of the English House of Lords on the supply of horses have reported. The committee do not think the evidence they have taken supports the prevalent opinion as to a general scarcity of horses. There is no scarcity, for example, of thoroughbred horses. Their price has increased, like that of other commodities, but if purchasers are willing to pay, they can generally get the article. But agricultural horses have undoubtedly become scarce; on that point the evidence is practically unanimous.

The returns laid before Parliament show that there has been a considerable decrease lately in the number of brood mares, unbroken horses, and horses used for agricultural purposes in England. In 1870 there were of this class 977,707, and in 1872, 962,548, showing a decrease of 15,159. It seems surprising that, instead of the considerable increase which the great prosperity of the country and the consequent demand would lead us to expect, there should be this reduction in numbers. Nevertheless, the committee are of opinion that this scarcity of agricultural horses will gradually right itself, as the breeding of these horses is comparatively easy and inexpensive. In Ireland the complaint seems much the same, and is supported by trustworthy figures.

The causes of the scarcity thus stated: 1. The exportation of horses to foreign countries. 2. The increased demand on sheep and cattle, which from being more certain and more readily realized, are less attractive to the farmer. 3. The loss of horses by those obtained by the breeding of horses. 4. The increased demand consequent on a multiplication of population and wealth, which, together with a decline of breeding in many parts of the country, produces a relative scarcity of horses. There are indeed minor causes, such as the consolidation of small holdings into large farms, and the increased exportation during the Franco-German war.

The committee have received many suggestions, of which they consider the following the most important: The first that Government should keep a constant list of owners in various parts of the country, in order that they might be able to select the Government with liberty but under the supervision of a commission of men with private powers of examination, and would probably come ultimately to be considered as responsible for the supply of horses to the country. Secondly, it has been suggested that a bounty should be granted on the breeding of horses, and that a grant should be made to the Government for the improvement of all stallions, and other horses of special value. There is also some suggestion that a bounty should be granted on the breeding of horses.