

company with official certificates, which on motion of Jones and Macklem, were ordered to be paid out of the funds accruing from the dog tax.

The Reeve introduced a By-Law which passed its several readings, defining the several School Sections in the Municipality.

A By-Law was introduced in blank, for paying the several officers of the corporation for the current year, which was filled up in committee with the following amounts.

For selecting jurors. The Reeve, \$3; Assessor, \$3; Clerk, \$6; Returning Officers for Municipal Election, \$3 each; Auditors, \$2 each; Councillors per day for time in session, \$1; Assessor, \$80; Collector, \$70; Clerk and Treasurer \$240; Clerk for Printers Manuscript of By-Laws, postage and travelling expenses to Toronto on Municipal business, \$30; Chewett for Assessors rolls and stationary, \$7.02; Jackson for printing etc., \$49.03.

James Gormley an old man whose occupation would not be inconvenienced by being appointed to the office of License Inspector, and who is always aware of the time of the Council meeting, sent in his usual petition for an additional grant for clothing.

M. Jones, seconded by P. Macklem, moves that whereas James Gormley is receiving \$1 per week for support from this Municipality, resolved that the petition now presented be not granted, and that the amount granted for the support of the said James Gormley, shall cease to be payable on presentation of any further petition from him, the said James Gormley.

The collector was instructed to procure an order to kill two dogs belonging to C. Kinsley and Wm. Burnell, to parties from whom he was not able to collect dog tax.

Council then adjourned *sine die*.

## TORONTO AND NIPISSING RAILWAY.

The meeting held last Tuesday in this village, to lay before the ratepayers of this municipality the advantage to be derived by them through the construction of the above railway on the narrow gauge system, was one of the most enthusiastic yet held by the provisional directors, and every encouragement was given them in the prosecution of the enterprise. Markham had decidedly put on its holiday attire, and intelligent farmers from the townships of Markham, Scarborough, Uxbridge, and townships even further north, crowded the various hotels before the meeting commenced, discussing with much interest the *pro's* and *con's* of the new intended railway, and when the Toronto delegation arrived, extended to them a most hearty welcome. The deputation from the City of Toronto included dele-

gates who were accompanied by business that he wished to speak to them of the enterprise; for if you do not want it, then the matter must end; but if you wish it, and feel it would be to your advantage to get the railway, you must assist us in its construction. Now, gentlemen, I wish to prove to you that it is for your benefit. At present when you wish to get your grain to market you have to rise at an early hour in the morning, drive some four or five hours before you reach the city, dispose of your grain, and return home, which, most probably, you will not reach till a late hour in the evening. Now, this will be totally changed when you have the railway passing your very doors. You will then be able to go to the city in the morning in little over an hour, and can be back in the afternoon without the slightest inconvenience, and your grain you can ship direct by the car load, and at a much cheaper rate. Before the Northern Railway was built, I remember it cost me 9d. a bushel teaming from Newmarket, or with tolls, nearly one shilling; now it can be laid down in Toronto at 4½c, or 5c. Compare this with the 15c we used to pay. No man is overpaid who teams at 9d per bushel; and what a saving it will be for the farmers in Markham if they get the railway, and can have their grain laid down in Toronto at a rate of 4½ to 5c per bushel. It will be a clear saving of ten cents on every bushel of wheat, and save the getting up early and returning late. Say each farmer gets twenty bushels of wheat to the acre; ten cents a bushel saving will come to two dollars an acre—a sum almost enough to pay the ordinary rental of an average farm. Next to water, the railway is the cheapest method of conveyance, and we offer you the narrow-gauge as the cheapest railway system. We do not want to build a great international iron road, but one capable of transporting the produce twenty miles on each side of the line to a market, and such a one in all respects suited for local traffic; and this, we say, can be done at a cost of \$3,500 per mile. But this requires money, and the money must be raised, and with this end in view, we invite your aid. Most of you before me are doubtless married, with large families growing up around you; and these you would like to leave comfortable and settled before you die. But you cannot divide your farms into half-a-dozen, or a dozen parts, and give the parts to your children, or else the Lower Canada state of farming would soon be inaugurated—and what is the consequence? Year after year hundreds of our young men are leaving and going to the States, because they can find no room at home. This we propose to remedy by opening up a new section of splendid arable country, that your sons and sons' sons may enter as pioneers and build up many more as flourishing Markhams as the one we are in at present. And in entering upon these tracts, the wood which under ordinary circumstances, he would have to log and burn, can be converted into firewood and sent to market by railway, realizing the seller more money than any crop he could put on the land. And in conclusion, let me state that the sum required as a bonus from Markham, would not exceed the rate of \$5 on each owner of every 100 acres in the township, and the benefits derived by shipping by the railway, and the money saved will amount to more than that sum in one year; and I feel certain if you endorse the scheme, you will not be sorry for the visit of the Toronto delegation to your village.

Mr. Crawford M.P.P., heartily thanking the meeting for their cordial and hearty reception of himself and the delegation, pro-

posed that it is all we require. The advantages of the railway will then be fully seen, and from this point, as I feel convinced, the railroad will build itself. Talk railroad till you get the railroad built. (Applause.)

Mr. Wright spoke at some length as to the likelihood of the railway paying, and contrasted the Grand Trunk and other railways with the projected railway to show the difference in the cost, and urged that, as a commercial speculation, managed by commercial men, he had every reason to feel convinced that it would prove a remunerative investment.

Dr. Wright was followed by J. C. Worts, Esq., representing the Board of Trade and by Alderman Dickey and Denison, both of which gentlemen stated to the meeting the great interest that was being taken by the citizens and the Council in Toronto in this new line of narrow-gauge railway, and promised every aid and assistance in carrying the project through.

Senator Reesor, in rising, thanked the Toronto deputation for the able manner in which they had laid before them the details and advantages of the projected railway. He had given the subject a good deal of study, and read the various reports, and felt that the investment would pay to a reasonable extent—directly, perhaps, to a small amount, but indirectly, to a greater. The way to our wild lands must be opened up. We have millions of acres of land waiting to be settled upon; and while we have been doing little in this respect, see how the United States have progressed. Within the last few years 400,000,000 acres of land have been taken up; and should this be the case during the next ten years most of the good arable land in the States would be taken up also, and the stream of emigration must necessarily turn to Canada, and our country must be opened up to reap the advantages to be derived from such an influx. The whole country with good roads and intelligent farmers must progress and prosper. The hon. gentleman then alluded to the cheapness of transportation by railway and the impetus in trade it would cause in Markham. New factories would be built and grain warehouses, and by this means the taxes reduced. He concluded by moving the following resolution: "That this meeting having heard the statements and arguments of the Railway Delegates from Toronto feel it incumbent on themselves in the interests of this township and the country north and east of it, to recommend the construction of the railway earnestly to the ratepayers of Markham, with a view to the granting of such encouragement as may appear judicious on the part of this municipality."

Mr. Jas. Speight in a few words, seconded the resolution.

After a few words from James McCallister, Esq., M. P. P. in support of the resolution, the same was put to the meeting and carried unanimously, amid great cheering.

Mr. Philip Wideman, seconded by Mr. Peter Milne, then moved, "That in the opinion of this meeting, after having heard the statements and explanations of the Delegation from Toronto, the tight narrow-gauge system is the right thing in the right place, and is eminently well suited to develop the resources of the interior and add to the wealth and prosperity of the older townships and the Province generally." Carried unanimously.

Mr. H. P. Crosby M. P. P., in moving the next resolution would like to see the railway succeed in his place in Parliament he would use his best endeavours to get from the Government a grant of land by way of a subsidy to assist the undertaking, and in every other way would willingly give every-



W. L. E. Esq., Deputy Reeve; E. J. Flint, of Stouffville; James Lawrie, Esq., and W. Clarke, Esq., of Scarborough; Jos. Gould, Esq., of Uxbridge, and Messrs. H. Lane, John Wilson, Robert Wilson, Thomas Speight, Thomas Todd, H. H. Hutton, L. Crosby, H. P. Crosby, M. P. P., James Barker, and Dr. Corriky, of Markham.

The Rev. Mr. McFadden having said grace, and the inner man having been satisfied, the Chairman gave the toast—"The Queen and the Royal Family," drunk with all the honors; then followed the "Governor General and the Dominion of Canada," and the "Lieutenant Governor and the Province of Ontario," both well received; and the toasts were finished by proposing "Success to the Toronto and Nipissing Railway, and the Deputation from Toronto," which was drunk amid cheers and great enthusiasm, and briefly replied to by T. C. Chisholm, Esq.

The tables having been removed, those not attending the dinner were admitted, and in a few minutes the hall was crowded to its utmost capacity, not less than four or five hundred persons being present, and Mr. Barker, having been appointed chairman, introduced J. G. Worts, Esq. to the meeting, and the real business of the day commenced.

Mr. Worts, in rising, had great pleasure in meeting so many of the ratepayers of the surrounding municipalities to speak to them in favor of the Nipissing Railway, as it would be a benefit to them all. Although in England when he was made a director, since his return he had given his time and attention to the scheme, and had become quite convinced of its practicability; and the commercial standing of the gentlemen engaged in the promotion of the enterprise was a great argument in its favor, and it was only as a matter of business that he wished to speak to them of the enterprise; for if you do not want it, then the matter must end; but if you wish it, and feel it would be to your advantage to get the railway, you must assist us in its construction. Now, gentlemen, I wish to prove to you that it is for your benefit. At present when you wish to get your grain to market you have to rise at an early hour in the morning, drive some four or five hours before you reach the city, dispose of your grain, and return home, which, most probably, you will not reach till a late hour in the evening. Now, this will be totally changed when you have the railway passing your very doors. You will then be able to go to the city in the morning in little over an hour, and can be back in the afternoon without the slightest inconvenience, and your grain you can ship direct by the ear load, and at a much cheaper rate. Before the Northern Railway was built, I remember it cost me 9d. a bushel teaming from Newmarket, or with tolls, nearly one shilling; now it can be laid down in Toronto at 4d., or 5c. Compare this with the 15c we used to pay. No man is overpaid who teams at 9d per bushel; and what a saving it will be for the farmers in Markham if they get the railway, and can have their grain laid down in Toronto at a rate of 4d to 5c per bushel. It will be a clear saving of ten cents on every bushel of wheat, and save the getting up early and returning late. Say each farmer gets twenty bushels of wheat to the acre; ten cents a bushel saving will come to two dollars an acre—a sum almost enough to pay the ordinary rental of an average farm. Next to water, the railway is the cheapest method of conveyance, and we offer you the narrow-gauge as the cheapest railway system. We do not want to build a great international iron road, but one capable of transporting the produce twenty miles on each side of the line to a market, and such a one in all respects suited for local traffic; and this, we say, can be done at a cost of \$15,000 per

mile. We would convert them into firewood and at a freight of one dollar per cord, it would be laid down in Markham at the cost of \$1.50. And settlers must go into these new tracts. Now it was understood that the government was going to give free grants of land to actual settlers; but there were no government lands they could give away within 75 miles of Toronto and to make the gift available to the settlers there must be a means of getting to them. This the railway will supply, and to build this railway we propose to put on you direct tax which you will never feel, as the benefit will amply repay the outlay. We must not be selfish, but put your shoulders to the wheel and before long we will see meat and butter trains running to Toronto to supply its daily and increasing wants, and to see this accomplished he was willing to be one of forty to build the first forty miles.

Mr. W. Luce briefly adverted to the fact that the railway was to be constructed on purely commercial principles, and pointed out the indirect benefits to the merchants of Toronto and the direct benefits to the municipalities.

Mr. H. S. Howland spoke for a short time in explanation of the narrow gauge system and the engineers' report of the line to Markham showing the feasibility of the railway, and then made way for

Mr. A. M. Smith.—He felt convinced the railway would greatly enhance the value of property in Markham and other municipalities. Before the Northern railway was built, land was selling in Simcoe for \$8 an acre, and people were glad to get that, and now since the railway, you could hardly buy the same land at \$40 per acre, and it would be the same in Markham. And as regards the price of wheat, you could get within two cents of Toronto prices at the village of Stayner. Only help us to get as far as Markham, and that is all we require. The advantages of the railway will then be fully seen, and from this point, as I feel convinced, the railroad will build itself. Talk railroad till you get the railroad built. (Applause.)

Mr. Wright spoke at some length as to the likelihood of the railway paying, and contrasted the Grand Trunk and other railways with the projected railway to show the difference in the cost, and urged that, as a commercial speculation, managed by commercial men, he had every reason to feel convinced that it would prove a remunerative investment.

Dr. Wright was followed by J. G. Worts, Esq., representing the Board of Trade, and by Alderman Dickey and Denison, both of which gentlemen stated to the meeting the great interest that was being taken by the citizens and the Council in Toronto in this new line of narrow-gauge railway, and promised every aid and assistance in carrying the project through.

Senator Reesor, in rising, thanked the Toronto deputation for the able manner in which they had laid before them the details and advantages of the projected railway. He had given the subject a good deal of study, and read the various reports, and felt that the investment would pay to a reasonable extent—directly, perhaps, to a small amount, but indirectly, to a greater. The way to our wild lands must be opened up. We have millions of acres of land waiting to be settled upon; and while we have been doing little in this respect, see how the United States have progressed. Within the last few years 400,000,000 acres of land have been taken up; and should this be the case during the next ten years most of the good arable land in the States would be taken up also, and the stream of emigration must necessarily turn to Canada, and our country must be opened up to reap the advantages to be derived from such an influx. The whole country with good roads and intelligent farmers must progress and prosper. The hon. gentleman then alluded to the cheapness of transportation by railway, and

at Wilson's hall, in this place, to-day. About 800 people were present, who listened with the utmost attention to the arguments advanced by Messrs. Laidlaw, Chisholm, Worts, A. M. Smith and others of the Toronto delegation in favor of the plan of "light narrow-gauge railways as opposed to wide-gauge lines, cheap or dear, for this locality. The arguments advanced evidently carried conviction to the minds of the yeomanry of the townships, and the speakers were repeatedly and loudly cheered. At the close the following resolutions were carried unanimously:—

Moved by Mr. W. F. Stevenson, of Egremont, seconded by Col. Smith, deputy reeve of Normandy.

"That the meeting, after hearing the information conveyed by the gentlemen representing the Toronto, Grey and Bruce Railway, is of opinion that those gentlemen in their strenuous efforts to open up this country by railway extension, deserves the hearty sympathy and support of the people of Mount Forest and adjacent townships, and that the narrow-gauge railway, such as proposed would be sufficient to carry on the traffic along the proposed route."

Moved by Mr. David Spence, of Mount Forest, seconded by Mr. James McMullen, of Mount Forest.

"That this meeting is of opinion that the prosperity of Mount Forest and surrounding country would be greatly advanced by granting a liberal bonus to the Toronto, Grey and Bruce Railway, on condition that the road shall touch the corporation of Mount Forest."

Moved by Mr. Horatio Stevenson, of Egremont, seconded by Mr. Samuel Wallace, of Egremont.

"That Mr. Lawler, the member for South Grey and Mr. McKim, the member for South Wellington, be requested to support the granting of a charter and a reasonable land grant to promote the construction of the Toronto, Grey and Bruce Railway."

The delegates are to be entertained by the railway committee of Mount Forest this evening at a public dinner in Wilson's Hall, and will start to-morrow morning, for Durham to hold another meeting there.—Leader.

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BY ATLANTIC CABLE.

London, Jan. 5.—The latest despatches from Abyssinia report advance of British expedition still remained at Senafe where it had been encamped since December 7th, and no movement beyond that point would be made until the arrival of the Commander-in-Chief, General Sir Robert Napier, who was daily expected. The health of the troops was good, but horses and other beasts of burden were dying in consequence of the intense heat and want of proper forage.

Paris, Jan. 5.—The Constitutional denies that the Emperor urged upon the Corps Legislatif the passage of the Bill for the re-organization of the army.

Florence, Jan. 5.—Heavy snows have fallen throughout Northern and Central Italy which have greatly obstructed travel. As a large number of Senators are unable to reach the capital, the re-assembling of Parliament has been postponed to the 11th.

Paris, Jan. 5.—The Constitutional editorially declares the relations of France and Italy never more satisfactory than at the present moment, but fear is expressed that false rumors now in circulation in regard to the New Ministry General Menabrea is forming will have a bad effect.

Lisbon, Jan. 5.—Resignations of members of Cabinet have been accepted by the King, and a new Ministry has been formed under Count of Avila, who succeeds Aguilar as President of the Ministerial Council.



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gates from the various public corporations of the city, and was composed of the following gentlemen:—From the railway board—**T. C. Chisholm, Esq.**, President of the Toronto and Nipissing Railway; **W. Ince, Esq.**, Vice-President; **A. M. Smith, Esq.**, President of the Royal Canadian Bank; **H. S. Howland, Esq.**, Warden of the County of York; **James Adamson, Esq.**, **T. C. Griffith, Esq.**, **L. Coffee, Esq.**, **Capt. Taylor, George Laidlaw, Esq.**, and **W. B. McMurrich, Esq.**, of Leys, **McMurrich & Robertson**, Solicitors to the railway. From the Corn Exchange: **W. D. Matthews, Esq.**, and **James Young, Esq.**. From the Board of Trade:—**J. G. Worts, Esq.**, President of the Board; **J. Wilkes, Esq.**, **Dr. Wright**, **Dr. Ross**, and **J. Crawford, M.P.P.**. From the City Council:—**Aldermen G. T. Denison, N. Dickey, and W. Strachan.**

About one o'clock the deputation and the guests sat down to a splendid dinner, given by the people of Markham in honor of their visit and the project they had come to further. The large hall in the Anglo-American Hotel did duty on the occasion, and the large tables running down each side of the hall were well filled with honest yeomen, and mine host, **Mr. Wm. Marr**, the caterer, must have been highly gratified with the manner in which the eatables rapidly disappeared, with almost railway speed, even on the narrow-gauge system. Altogether, about one hundred and fifty sat down to dinner. **A. Barker, Esq.**, occupied the chair, the vice-chair being respectively filled by **Senator Reesor** and **Mr. Speight**.

**Mr. Barker**, who sat at the cross-table at the end of the hall, was supported on the right by **Messrs. J. G. Worts, J. Crawford, M. P., W. D. Matthews, J. McCallife, M.P., and T. C. Chisholm**, and on the left by **Messrs. Ald. Smith, W. Ince, T. C. Griffith, and L. Coffee**; and among those present from the adjoining townships, we noticed **W. M. Button, Esq.**, Deputy Reeve; **E. Wheeler, Esq.**, and **G. Flint, of Stouffville**; **James Lawrie, Esq.**, and **W. Clarke, Esq.**, of Scarborough; **Jos. Gould, ex-M.P.P.**, of Uxbridge, and **Messrs. H. Lane, John Wilson, Robert Wilson, Thomas Speight, Thomas Todd, H. H. Hutton, L. Crosby, H. P. Crosby, M.P.P., James Barker, and Dr. Cornisky, of Markham.**

The Rev. Mr. McFadden having said grace, and the inner man having been satisfied, the Chairman gave the toast—"The Queen and the Royal Family," drunk with all the honors; then followed the "Governor General and the Dominion of Canada," and the "Lieutenant Governor and the Province of Ontario," both well received; and the toasts were finished by proposing "Success to the Toronto and Nipissing Railway, and the Deputation from Toronto," which was drunk amid cheers and great enthusiasm, and briefly replied to by **T. C. Chisholm, Esq.**

The tables having been removed, those not attending the dinner were admitted, and in a few minutes the hall was crowded to its utmost capacity, not less than four or five hundred persons being present, and **Mr. Barker**, having been appointed chairman, introduced **J. G. Worts, Esq.** to the meeting, and the real business of the day commenced.

**Mr. Worts**, in rising, had great pleasure in meeting so many of the ratepayers of the surrounding municipalities to speak to them in favor of the Nipissing Railway, as it would be a benefit to them all. Although

ceeded to point out that the construction of the railway would not only benefit the districts through which it was to pass, but the whole country, for the opening of a large tract of country stimulates local trade, causes supplies to flow in from all parts, and opens up to the younger members of the community a new field where they may settle and derive sustenance, and find largely all that will make them happy, great and prosperous. After briefly alluding to the opening up of the North-West, the building of the Intercolonial railway, and the splendid climate of Canada, he proceeded to state that the county of Simcoe, when the Northern railway was building, contributed £50,000 towards its construction, and there was not a man in that county that will not tell you that the money he paid for this purpose has been returned to him tenfold. Before the railway, what was wheat worth at Barrie? Nothing at all; but now they can get within a few cents of the Toronto prices. And so it will be here; you will have a home market, where buyers will come to buy, or you will be able to ship to Toronto direct. Appearing before you not in my political capacity, but as a citizen of Toronto, one of yourselves, the people, I urge you to foster public improvements, and take an example by our neighbors in the vigor and energy with which they are pushing on the Pacific railway, for there is nothing to prevent our doing likewise; and I hope my time as a member of Parliament, elected for five years, will not have passed away before I will be able to visit Markham on the Toronto and Nipissing railway.

**Mr. T. C. Chisholm** commenced by stating that it would not cost more than 2 or 2½ cents per bushel to convey grain from Markham to Toronto by railway, making the saving even greater than that mentioned by **Mr. Worts**, and then proceeded to review the cordwood question, stating that the time was coming when even Markham itself would require wood, and how could they obtain it cheaply? If the railway was built, instead of the settlers burning their logs they would convert them into firewood and at a freight of one dollar per cord, it would be laid down in Markham at the cost of \$1.50. And settlers must go into these new tracts. Now it was understood that the government was going to give free grants of land to actual settlers; but there were no government lands they could give away within 75 miles of Toronto and to make the gift available to the settlers there must be a means of getting to them. This the railway will supply, and to build this railway we propose to put on you direct tax which you will never feel, as the benefit will amply repay the outlay. We must not be selfish, but put your shoulders to the wheel and before long we will see meat and butter trains running to Toronto to supply its daily and increasing wants, and to see this accomplished he was willing to be one of forty to build the first forty miles.

**Mr. W. Ince** briefly adverted to the fact that the railway was to be constructed on purely commercial principles, and pointed out the indirect benefits to the merchants of Toronto and the direct benefits to the municipalities.

**Mr. H. S. Howland** spoke for a short time in explanation of the narrow gauge system and the engineers' report of the line to Markham showing the feasibility of the railway, and then made way for

**Mr. A. M. Smith**.—He felt convinced the railway would greatly enhance the value of property in Markham and other municipalities. Before the Northern railway was built, land was selling in Simcoe for \$5 an

assistance in his power. He concluded by moving, "That this meeting cannot adjourn without expressing great confidence in the desire of the delegation to construct the proposed Toronto and Nipissing Railway on sound commercial and economic principles, and their belief that their continued efforts will be crowned with success."

**Jos. Gould, Esq.**, ex-M.P.P., cordially seconded the resolution, and declared that as soon as the railway got to Markham, Uxbridge would do its duty. And so far as he was concerned, he would be glad to follow **Mr. Chisholm**, and be the forty-first to build the forty-first mile.

**Mr. Edward Wheeler**, in a short speech, supported the resolution.

And on the same being put to the meeting, was carried unanimously.

**Senator Reesor** then moved seconded by **H. P. Crosby, Esq.**, M. P. P., and it was resolved, "That the thanks of this meeting be given to the delegates from Toronto for the explicit manner in which the matter has been brought before the meeting."

**George Laidlaw, Esq.**, returned thanks for the delegates.

**Mr. H. Hutton** having been moved into the chair, a vote of thanks was passed to **Mr. Barker**, for his able conduct as chairman of the meeting. After which the large and enthusiastic meeting broke up, with cheers for the Queen and Toronto and Nipissing Railway. Altogether, we think the Provisional Directors of the railway must have been most heartily gratified with the success of their meeting in the village of Markham.

#### Narrow-Gauge Railway.

#### PUBLIC MEETING AT MOUNT FOREST

Mount Forest, Jan. 7.

The members of the Toronto delegation, in connection with the narrow gauge railway project, addressed a very large and most respectable audience of the people of Mount Forest and surrounding townships at Wilson's hall, in this place, to-day. About 800 people were present, who listened with the utmost attention to the arguments advanced by **Messrs. Laidlaw, Chisholm, Worts, A. M. Smith** and others of the Toronto delegation in favor of the plan of light narrow-gauge railways as opposed to wide-gauge lines, cheap or dear, for this locality. The arguments advanced evidently carried conviction to the minds of the yeomanry of the townships, and the speakers were repeatedly and loudly cheered. At the close the following resolutions were carried unanimously:—

Moved by **Mr. W. F. Stevenson**, of Egremont, seconded by **Col. Smith**, deputy reeve of Normandy.

"That the meeting, after hearing the information conveyed by the gentlemen representing the Toronto, Grey and Bruce Railway, is of opinion that those gentlemen in their strenuous efforts to open up this country by railway extension, deserves the hearty sympathy and support of the people of Mount Forest and adjacent townships, and that the narrow-gauge railway, such as proposed would be sufficient to carry on the traffic along the proposed route."

Moved by **Mr. David Spence**, of Mount Forest, seconded by **Mr. James McMullen**, of Mount Forest.

"That this meeting is of opinion that the prosperity of Mount Forest and surrounding country would be greatly advanced by granting a liberal bonus to the Toronto, Grey and Bruce Railway, on condition that

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# SPECIAL MEETING OF THE MARKHAM COUNCIL ON THE RAILWAY BY-LAW.

Nov. 7th, 1883.

Present, James Robinson, Reeve, Wm. Button, and John Lane, Deputy-Reeves, Robert Marsh and Wm. Padget, Councillors. The minutes of the last meeting having been read and approved.

Mr. Padget presented the petition of Wm. Eakin and nine others in favor of a bonus being granted of \$40,000 to aid the construction of the Toronto and Nipissing Railway. Mr. Marsh presented a petition from David Reesor and fifty-seven others praying for the same. Mr. Lane presented a petition from R. Wilson and fifteen others, praying for the same. The petitions were then read at length as follows:

The undersigned freeholders of this Township respectfully sheweth. That in regard to the bonus of \$50,000 proposed to be given in aid of the Toronto and Nipissing Railway your petitioners respectfully recommend that the said sum be reduced to \$40,000 believing that such reduction would secure almost the unanimous support of the Township. While your petitioners at the same time are fully alive to the great boon of having a Railway thoroughfare leading through Markham into the unsettled regions of the North and Northeast thereby bringing within our reach valuable timber and arable lands suitable for settlement they desire at the same time that whatever bonus may be given in support of this road should be given freely and with a great degree of unanimity. They further submit that no such By-Law should be finally signed by the Reeve and become law until the Toronto and Nipissing Railway Company shall have executed a bond binding themselves their successors and assigns to run said Railway through the said Township of Markham and to establish at least two stations within the said Township, and to afford all reasonable facilities for passengers and freight at such stations, and at all times to carry passengers and freight upon said road from said stations to any other points on said road with as great promptness and at as cheap rates as are afforded from any other station on said road, in proportion to the distance that such passengers and freight may be conveyed; together with such additional safeguards as your council may deem it expedient and proper to require of the said Company. And your petitioners as in duty bound, will ever pray.

Mr. Button then introduced a By-law for granting aid to the Toronto and Nipissing Railway Company. Said By-law was read a first time.

On motion of Mr. Button the Council went into committee of the whole to consider the said By-law. Mr. Lane in the chair. During the discussion another petition was presented in favor of the By-law

As to the result of this contest, there is scarcely room for two opinions. Every man of intelligence in the Township, so far as we have been able to learn public opinion is in favor of the proposed grant for the railway. Many would favor a much larger sum fearing the small sum of \$30,000 may discourage other Municipalities and that the road may not go on. But this sum has been agreed upon because it is believed that it will receive support from all parts of the Township. The Railway Company ask \$50,000, while the By-law is submitted for only \$30,000. If this does not prove enough, those in the Township more favorable to the road, will have to make up the difference by subscribing stock. That the By-law will be carried with anything like reasonable exertion on the part of the friends of the road, there is little doubt. Mr. Marsh, who lives on the extreme west of the Township, and is a large land holder, supported the By-law and gave it as his opinion that there would be no serious opposition to \$30,000 being granted. Mr. Lane, who resides at Thornhill, gave a similar opinion. We understand Mr. Brunskill, the Wilmot's and Buttons on the 4th Concession, the Pinks, Ekins and Gibsons, McPherson's and Milliken's, all favor it, and when you come to the seventh, eighth, ninth and tenth Concessions, the people are almost unanimously in favor of the By-law. We noticed on the petition some of the largest land holders in the Township, including such men as Mr. Geo. Miller and C. Reesor, Esq., who own about 1,000 acres of land each, in Markham, besides personal property. Yet they were willing to petition for \$40,000 instead of \$30,000 as submitted in the By-law. Meetings will shortly be held in different parts of the Township, for the thorough discussion of the question and we hope all who can will attend and hear for themselves.

The Toronto City Council carried the By-law, 13 to 3, granting \$150,000 to the Toronto and Nipissing Railway Company. Three cheers for Toronto.

## FRUIT CULTURE.

It is now being understood that Canada is a fruit growing country, apples, pears, grapes and many of the other smaller fruits do remarkably well. We know farmers who have sold \$100 worth of apples in a single season, the produce of one acre of land. Pears of the better sorts, sell readily in Toronto at \$3 per bushel, wholesale. The reason of these high prices is partly the foreign demand for Canadian Fruit. Not a few apples are shipped every year to London and Glasgow. But in addition to this as our country becomes settled, an increased quantity is being demanded for home consumption.

Grapes and many other smaller fruits find a valuable home market. The earlier varieties of grapes, such as the Hartford, Proflig, Adriodac, Delaware, and some others do remarkably well. Their vines are hardy and they ripen long before the September frosts. The late kinds, such as the Isabella, Concord and Catawba, though

the shanghai rooster, the pritest outrage in my opinyun, ever committed in the annals of poultry.

These krittters are the camel among fowls, they mope around the barnyard, tipping over hay racks and stepping on the young goslings, and every now and then even confusion.

If enny body should give me a shanghai rooster, i should halter him, and keep him in a box stall, and feed him on cut feed, and if he would work kind in harness all right, if not, I would butcher him the first wet day that cum, and salt him down tew ew give the poor.

But there aint nobody a going tew give me one of this breed, knot if I know it; i don't think there iz a man on earth mean enough tew do it.

Roosters do but very little household work; they won't lay enny eggs, nor try to hatch enny, nor see tew the young ones; this satisfy me that there is some truth in the mythological account of the roosters fast origin.

Yu kant get a rooster tew pay enny attention tew a yung one; they spend their time in crowing, strutting, and occasionally find a worm, which they make a remarkable fuss calling up their wives from a distance, apparently tew treat them, but, just az the hens get thara, this elegant and elaborate cuss bends over and gobbles up the morsel

Just lika a man for all the world.

## Faneral of the Late Dr. Parker.

The funeral of the late Dr. Parker took place on Tuesday afternoon, and was one of the largest ever seen in Guelph. The citizens of every station and of all shades of politics were present in very large numbers. Quite a number of his former constituents from the Central Riding also attended. Among the strangers from a distance were the following gentlemen from Hamilton: Mr. H. Clarke, Mayor, Messrs. Adam Brown, Charles Magill, M. P., Wm. McGivern, J. Chisholm, T. Ridout, H. E. Irving, and Thomas White, jr. Among the members of Parliament we noticed Messrs. D. Stratton, R. McFarlane, Jas. Young, G. A. Drew and P. Gow. The Hon. John Sandfield Macdonald came up from Toronto to be present at the funeral, but the train was so late that the cortege had nearly reached the cemetery before it arrived. The Rev. W. Parker, brother to the deceased, also came by the same train, and reached the cemetery in time to see the remains of his brother consigned to the grave.

The Town Council, in accordance with the resolution passed the previous evening, attended in a body. The flags on the public buildings were at half-mast during the day. The stores and other places of business were closed from half-past two till four o'clock, and while the people were assembling and during the funeral procession, the bells of the Market House, St. George's, Congregational and Catholic churches were tolled. The Rev. J. G. Geddes, of Hamilton, read part of the solemn service for the dead before the body was removed from the house, and the same gentleman, assisted by Rev. Mr. Alexander, officiated at the grave. The pall bearers were Judge Macdonald, Geo. Elliott

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## Roosters.

By prof. j. billings.

There is not on the whole horizon or on live natur a more pleasing and strengthening study than the Rooster. This remarkable package of feathers has bin for ages food for philogophik as well as the simple curious mind. They belong tew the feathered sekt denominated poultry, and are the husbands of many wives. In Utah it is considered a shame a disgrace tew speak derespeckful of a rooster. Brigham Young, coat ov arms is a rooster, in full blast, crowing till he is almost bent over backward.

The flesh ov the rooster is very similar tew the flesh ov the hen; it is hard tew distinguish the difference, espeshly in yure soup. Roosters are the pugilists among the domestik hurds; they wear the belt, and having no shoulder to strike from, they strike from the heel.

Roosters, according to profane history, if mi edukashun remembers me right, were formerly a man, who come suddenly upon one ov the heathen gods, at a time when he want prepared tew see company, and was, for that offense, rebuilt over into the sust-rooster, and was forever afterward destined tew crow as a kind of a warning. This change from a man akounts for their fight-abilities, and for their politeness tew the hens. There is nothing in a man, that a woman admires more than his reddyngness and ability tew smash another fellow, and it iz jiss so with a hen. When a rooster gets licked, the hens all march oph with the other rooster, if he aint half so big or hand-some.

It iz pluck that wins a hen or a woman.

There is a grate variety ov pedigree among the rooster race, but for stiddy bizz nass give me the old fash dominique rooster, thortlegged, and when they walk, they al-wus strut, and their buzzums stick out like a ablerman's abdominal cupboard. This breed is hawkcolored, and has a crooked tail on them arched like a sickle, and as full of feathers as a knew duster.

But when you come right down to grit, and throw all outside influence overboard, there aint nothing on earth, nor under it, that can out-style, out-step, ont-brag, or out-pluck a regular Bantam rooster.

They alvus put me in mind ov a very small dandy, practicing before a looking-glass.

They don't weigh more than 30 ounces, but they make az much fuss as a tun. I have seen them trying tew pick a quarrel with a few boss waggon, and don't think they would hesitate tew fight a meeting house if it was the least sassy tew them.

It seems tew be necessary that there should be something outrageous in everything, tew show us whare propriety ends impropriety begins. This is the melancholly case in the rooster affair, for we hav the shanghi rooster, the pratest outrage in my opinyun, ever committed in the annals of poultry.

These bitters are the camel among

Dr. Parker was formerly a resident of this place where he was much respected, and his untimely end is deeply regretted here, by a large circle of friends. —Ed.

## Local News.

The Hon. Mr. Johnson member of the Dominion Parliament for Northumberland N. B. is dead.

The Statement of the Provincial Treasurer of Ontario to Sept 30 1868 shews a balance on hand including debentures of \$956,405.

The County Orange Lodge of Montreal have endorsed the action of Mr. Cameron in defending Whalen.

The Rev T. Van Linge will preach in the Episcopal Church Markham Village, on Sunday next the 15th inst, at 11 a. m.

Mr. Howe has given up the Nova Scotia Repal agitation.

Grant & Colfax are elected President and Vice-President of the U. S. for the ensuing term.



## Markham Economist.

Mr. Button proposed as a compromise between what the petitioners asked (\$40,000) and what Mr. Marsh proposed be made and that the sum of \$35,000 be inserted.

Mr. Robinson also thought the rate-payers should have the privilege of voting for or against \$35,000, as there was great danger of our not getting the road at all if a less sum were granted.

Mr. Lane preferred the smaller sum as more likely to carry at the polls. Mr. Marsh's motion for \$30,000 was finally concurred in, and the By-law was so reported and passed its second reading. The following resolution was then adopted:

Mr. Marsh, seconded by Mr. Lane, moved that the Revere be and is hereby authorized and required to obtain from the Toronto and Nipissing Railway Company a good and sufficient bond, similar to that granted to other Township Municipalities, that they will build the said railway through this Township, and that they will build two railway stations within this Township, one of them to be within one mile to the south or southwest of the village of Unionville, the other to be within one mile of the village of Markham, (engineering difficulties excepted) and that they will carry freight and passengers from the said stations at the same rates, and with as great promptness as they shall from other stations on said line of road, previous to his signing the By-law, granting a bonus of \$30,000 to the said Railway.

The case of one Murray, applied to the Council for aid to go to his friends in Pittsburgh, Pa., The Council proposed to him a through ticket, but would not give him money. He refused to accept a railway ticket for Pittsburgh, and took his leave. He is said to be a dissipated, indolent old man, and evidently only wanted money to spend.

Moved by Mr. Lane, seconded by Mr. Padget, that the Clerk post in a public place in each Electoral Division of this Township, a copy of the By-law granting aid to the Toronto and Nipissing Railway, and that for this purpose he get fifty copies printed, and also have the same published in both the Markham Economist and York Herald.

## THE TORONTO AND NIPISSING RAILWAY.

The By-law granting a bonus of \$30,000 to the Toronto and Nipissing Railway Company, was unanimously passed by the Markham Council, on Saturday last. We publish it in full in this day's paper. It has now to be submitted to the freeholders for their approval. We say freeholders, because none but freeholders and those who hold leases running for 20 years have a right to vote. There being few if any of this class of tenants, the question has practically to be decided by the freeholders whose names are on the assessment roll. As to the result of this contest, there is scarcely room for two opinions. Every man of intelligence in the Township so far

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from the Centro Riding also attended.— Among the strangers from a distance were the following gentlemen from Hamilton: Mr. H. Clarke, Mayor, Messrs. Adam Brown, Charles Magill, M. P., Wm. McGivern, J. Chisholm, T. Ridout, H. E. Irving, and Thomas White, jr. Among the members of Parliament we noticed Messrs. D. Sirton, R. McFarlane, Jas. Young, G. A. Drew and P. Gow. The Hon. John Sandfield Macdonald came up from Toronto to be present at the funeral, but the train was so late that the cortege had nearly reached the cemetery before it arrived. The Rev. W. Parker, brother to the deceased, also came by the same train, and reached the cemetery in time to see the remains of his brother consigned to the grave.

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whichever bonus may be given in support of this road should be given freely and with a great degree of unanimity. They further submit that no such By-Law should be finally signed by the Reeve and become law until the Toronto and Nipissing Railway Company shall have executed a bond binding themselves their successors and assigns to run said Railway through the said Township of Markham and to establish at least two stations within the said Township, and to afford all reasonable facilities for passengers and freight at such stations, and at all times to carry passengers and freight upon said road from said stations to any other points on said road with as great promptness and at as cheap rates as are afforded from any other station on said road, in proportion to the distance that such passengers and freight may be conveyed; together with such additional safeguards as your council may deem it expedient and proper to require of the said Company. And your petitioners as in duty bound, will ever pray.

Mr. Button then introduced a By-law for granting aid to the Toronto and Nipissing Railway Company. Said By-law was read a first time.

On motion of Mr. Button the Council went into committee of the whole to consider the said By-law. Mr. Lane in the chair. During the discussion another petition was presented in favor of the By-law.

Mr. Marsh moved, seconded by Mr. Padget, that the blank in the By-law granting aid to the Toronto and Nipissing Railway, be filled up with \$30,000. In support of this motion Mr. Marsh argued in favor of this sum because he believed it would secure almost the unanimous support of the ratepayers. Whereas if a larger sum were proposed the By-law would not be likely to be carried.

for the thorough discussion of the question and we hope all who can will attend and hear for themselves.

The Toronto City Council carried the By-law, 13 to 3, granting \$150,000 to the Toronto and Nipissing Railway Company. Three cheers for Toronto.

### FRUIT CULTURE.

It is now being understood that Canada is a fruit growing country, apples, pears, grapes and many of the other smaller fruits do remarkably well. We know farmers who have sold \$100 worth of apples in a single season, the produce of one acre of land.— Pears of the better sorts, sell readily in Toronto at \$3 per bushel, wholesale. The reason of these high prices is partly the foreign demand for Canadian fruit. Not a few apples are shipped every year to London and Glasgow. But in addition to this as our country becomes settled, an increased quantity is being demanded for home consumption.

Grapes and many other smaller fruits find a valuable home market. The earlier varieties of grapes, such as the Hartford, Prolific, Adrienne, Delaware, and some others do remarkably well. Their vines are hardy and they ripen long before the September frosts. The late kinds, such as the Isabella, Concord and Catawba, though fine, some 300 miles south of this, rarely ripen well in Canada or the State of New York. Mr. John Boyer of this place, estimates the value of his wine this year from half an acre of grapes, mostly in their third year of bearing at \$500 and this too, from the late kinds.

The most notorious robber chief in Mexico known as El Chinaco, is the son of Santa Anna.

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**The Markham By-Law for granting a Bonus to the Toronto and Nipissing Rail Road.**

**BY-LAW No. 176.**

*A By-Law to aid and assist the Toronto and Nipissing Railway Company, by giving thirty thousand dollars to the Company by way of bonus, and to issue debentures therefor, and to authorize the levying of a special rate for the payment of the debentures and interest.*

Whereas by the Act of the first session of the Legislature of the Province of Ontario passed in the 31st year of Her Majesty's reign incorporating the Toronto and Nipissing Railway Company it is provided as follows: "And it shall further be lawful for any Municipality or Municipalities through any part of which or near which the Railway or Works of the said Company shall pass or be situated, to aid and assist the said Company by loaning or guaranteeing, or giving, money by way of bonus or other means to the Company or issuing Municipal Bonds to or in aid of the Company and otherwise in such manner and to such extent as such Municipalities, or any of them, shall think expedient; provided always that no such aid, loan, bonus or guarantee shall be given except after the passing of by-laws for the purpose, and the adoption of such by laws by the ratepayers as provided in the Railway Act."

And Whereas, by the seventy-seventh section of the Railway Act chapter sixty-six of the Consolidated Statutes of the late Province of Canada it is provided that no Municipal Corporation shall subscribe for stock or incur any debt or liability under the said Railway Act or the Special Act unless and until a By-law to that effect has been duly made and adopted with the consent first had of a majority of the qualified electors of the Municipality in the manner determined by the By-law after public advertisement thereof containing a copy of the proposed By-law inserted at least four times in each newspaper printed within the limit of the Municipality or if none be printed therein then in some one or more newspapers printed in the nearest city or town thereto and circulated therein and also put up in at least four of the most public places in each Municipality

And Whereas the Municipality of the Township of Markham has determined to aid and assist the said Toronto and Nipissing Railway Company by giving thereto the sum of thirty thousand dollars by way of bonus, under the authority conferred by the said Act first in recital.

And Whereas to carry the last recited object into effect, it is necessary for the said Municipality to raise the said sum of Thirty Thousand Dollars in the manner hereinafter mentioned.

And Whereas it will require the sum of two thousand seven hundred dollars to be raised annually by special rate for paying the said debt of thirty thousand dollars and interest on the debentures to be issued therefor as hereinafter mentioned.

And Whereas the amount of the whole rateable property of the said Municipality irrespective of any future increase of the

And it is further Enacted by the Municipal Council aforesaid, that the votes of the electors of the said Municipality will be taken on the said proposed By-law at the following places, that is to say:

For Electoral Division No. 1, at Brown's Corners.

For Electoral Division No. 2, at Richmondhill Court House.

For Electoral Division No. 3, at Unionville.

For Electoral Division No. 4, at Cashel.

For Electoral Division No. 5, at Marr's Hall, Lot No. 10, 11th Con. (Said Division being as set out in a By-law dividing the said Township of Markham into Electoral Divisions for Municipal purposes) to the fifth day of December, A. D., 1868 at the hour of 9 o'clock in the forenoon, and closing at five o'clock in the afternoon of the same day, and that the following will be the returning officers for taking the said votes.

For Electoral Division No. One, at Brown's Corners, Thomas Thomson.

For Electoral Division No. Two, at Richmondhill Court House, John Newberry.

For Electoral Division No. Three, at Unionville, Geo. Eakin.

For Electoral Division No. Four, at Cashel, James Bowman, Jr.

For Electoral Division No. Five, at Marr's Hall, Lot No. 10, 11th Concession, James Boyd.

**TAKE NOTICE.**

That the above is a true copy of a proposed By-law which will be taken into consideration by the Council of this Municipality after one month from the first publication in the Markham Economist, the date of which first publication, was the twelfth day of November, A.D., 1868, and that the votes of the electors of the said Municipality will be taken thereon.

In Electoral Division No. One, at Brown's Corners, for which Thomas Thomson is returning officer.

In Electoral Division No. Two, at Richmondhill Court House, for which John Newberry is returning officer.

In Electoral Division No. Three at Unionville, for which Geo. Eakin is returning officer.

In Electoral Division No. Four, at Cashel, for which James Bowman, Jr., is returning officer.

In Electoral Division No. Five, at Marr's Hall on Lot No. 10 in the 11th Concession, for which James Boyd is returning officer. On the Fifth day of December, A.D., 1868, commencing at nine o'clock in the forenoon, and closing at five o'clock in the afternoon of the same day.

**GEORGE EAKIN,**  
Township Clerk.

Unionville, Nov. 7, 1868

**By Atlantic Cable.**

On Wednesday night the safe in the store of Roger Sammis & Scudder, at Huntington, L. I., was blown open by burglars, and \$18,000 in U. S. bond carried off.

**TO CORRESPONDENTS.**

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

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

**NEW ADVERTISEMENTS.**

Little & Horne, Licensed Auctioneers.

Railway Meetings in Markham.

Dr. Musselman, Surgeon Dentist.

Wanted—Henry Robson.

Watches, Clocks, &c.—S. P. Kleiser.

Insolvent Act of 1864.

Wm. Beebe, General Edgemoor Maker.

**THE**

**Markham Economist.**

MARKHAM, THURSDAY, NOVEMBER 19

**TO OUR READERS.**

Mr. S. E. Horne, who has been the publisher and proprietor of this Journal during the past two years having for reasons of a private character discontinued his connection therewith; the responsibility of continuing its publication, has reverted to Mr. David Reesor, while its immediate management and the business connected with the office will be under the charge of Mr. H. R. Corson, who we have confidence will so conduct the establishment as to give entire satisfaction to all who have occasion to favor it with their patronage. In regard to closing the business of the past two years, all unpaid and unexpired advertising accounts, as well as subscriptions for the paper are to be paid to Mr. Corson, who will duly receipt the same, while all unpaid accounts for Job Work and expired advertising during the same period, are to be paid to Mr. Horne. Thus drawing as distinct a line as possible between the past and the future in order to begin the new volume *tabula rasa*.

**OUR MUNICIPAL ELECTIONS.**

Already the canvas for the municipal election has been inaugurated. Not by a flourish of trumpets, nor by platform speeches—which by the way would not be objectionable—nor by the exhibition of ledger balances over due; nor yet that abominable practice of tickling the palm with a V to corrupt the very fountain of elective institutions. The canvas has been inaugurated in this way, and we certainly can have no objections to it as far as



rateable property of the said Municipality irrespective of any future increase of the same, and also irrespective of any income to be derived from the temporary investment of the sinking fund hereinafter mentioned, or any part thereof, according to the last revised assessment roll of the said Municipality, being for the year one thousand eight hundred and sixty eight is according to the following statement:—Two million two hundred and nineteen thousand eight hundred and sixty-seven dollars.

And Whereas the said Municipality is not at the passing of this By-Law indebted to any person or persons whomsoever, or to any body or bodies corporate or otherwise howsoever.

And Whereas, for paying the interest and creating an equal yearly sinking fund for paying the said debt of thirty thousand dollars as hereinafter mentioned, it will require an equal annual special rate of one mill and two tenths of a mill in the dollar, in addition to all other rates to be levied in each year:

Be it therefore Enacted, by the Municipal Council of the Township of Markham that it shall and may be lawful for the said Municipality to aid and assist the Toronto and Nipissing Railway Company, by giving thereto the sum of thirty thousand dollars by way of bonus.

That it shall be lawful for the purpose aforesaid, for the Reeve of the said Municipality to cause any number of debentures to be made for such sums of money as may be required for the said purpose, not less than twenty dollars each, and not exceeding in the whole the amount of Thirty Thousand dollars which said debentures shall be sealed with the seal of the said Municipality, and be signed by the Reeve, and countersigned by the Treasurer of the said Municipality.

That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this By-law to take effect at the Bank of Toronto, at its head office in the city of Toronto and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned.

That the said debentures shall bear interest at and after the rate of six per cent per annum from the date thereof, which interest shall be payable half-yearly on the first day of July and January in each year, at the Bank of Toronto in the city of Toronto.

That for the purpose of forming a sinking fund for payment of the said debentures, and the interest thereon, at the rate aforesaid, an equal special rate of one mill and two tenths of a mill in the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all the rateable property in the said Municipality during the said term of twenty years from the coming into effect of this By-law, unless such debentures shall be sooner paid.

That this By-Law shall take effect on from and after the thirty-first day of December in the year of our Lord One Thousand eight hundred and sixty eight.

That the debentures to be signed and issued as aforesaid shall be delivered by the Treasurer of the said Municipality to the Trustees appointed (or to be ap-

running, £18,000 in U. S. bond carried off.

The *World* says that the Cuban filibustering movement still engages public attention, and it is manifest to every one that we shall soon hear of a descent of a body of adventurers on the Cuban coast either from here or New Orleans.

The *Democrat's* cable special says there are four parties who will contest the coming election in Spain. The party of provisional Government—Prim, Serrano, and Espartero, representing the army.—The Conservative party, composed of commercial and industrial classes, desiring a Monarch and Monarchical constitutions with maintenance of local liberties. The Democratic party inclining toward the Republic and demanding government of the nation by the nation. The clerical party wishing for the return of Isabella and for restoration of the privileges taken from them by the revolution.

New York, Nov. 13.—Dr. Hayes, the Arctic explorer, in a lecture before the Geographical Society last evening, expressed the utmost confidence in being able, with a steam vessel, to reach the Polar Sea; and said he was willing to attempt it in the interests of science, and for the honour of the nation. He thought Government might be persuaded to lend the expedition a good stout ship.

New York, Nov. 13.—The *Herald's* Havana correspondent of the 7th, confirms the report that *Puerto Principe* has risen in revolt. Five war vessels have been ordered to the scene of insurrection.

Paris, Nov. 13.—At a council of Ministers held at the Tuileries proof was adduced of the existence of a conspiracy for the overthrow of the existing order of affairs in France and a resolution was adopted providing for the use of the most rigorous measures for its suppression. The public journals will be exempted from interference if they refrain from inciting the people against the Government.

London, Nov. 13.—The *London Times* today, in an article on the convention for the settlement of the *Alabama* claims, alludes to Secretary Seward in the following terms:—"The official career of Mr. Seward is now drawing to a close. To the favourable result of the late war his skill and energy largely contributed. His foreign policy has been successful. He retires when all chances of domestic and foreign strife have disappeared. He must naturally wish, in common with Lord Stanley, to terminate, before retiring from office, a dispute of all the details of which he is master." The convention is especially important, because at a time when national jealousies weaken confidence it establishes a fuller precedent for resort to arbitration instead of war for the settlement of differences."

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been inaugurated in this way, and we certainly can have no objections to it as far as it has gone: When you meet a candidate, the first peculiarity you recognize is, that he knows you; second, he smiles pleasantly and gives you a warm shake of the hand; third, he has quite an interest in your welfare, and you begin to feel that you really have a friend. Then your opinion is asked of the Railway and other public matters, and by the time you part with him you begin to realize that you are a man of some importance, and have an opinion on public matters that is worthy of one exercising the elective franchise. Pretty soon we may have some public meetings, a free public interchange of views with the candidates, and then the elections, by which time we shall thoroughly understand each other and be able to select the best men available for the office. In the meantime we advise our friends not to pledge themselves too hurriedly, as nothing will be gained by that course. As to the candidates, we have as yet only the following: For Reeve, the contest is likely to be between James Robinson, our present Reeve, and Robert Marsh, both respectable citizens; but we have heard no reason why Mr. Robinson should be set aside. He is no old foggy, but up to the times, and adopts improvements where they are shown to be valuable. To the Deputy-Reeves, Messrs. Lane and Button, we have as yet heard of no opposition. Mr. Lane did remarkably well for this his first year, and should be sustained. Mr. Button has done, so far as we have heard, better than last year, showing that the opposition he had last year has done him good. Whether he will be opposed this year we have not learned. A Councillor will have to be selected in Mr. Marsh's place. Mr. Jesse Reesor is favorably spoken of; Mr. Padget, we believe, is an honest man, and if called upon again will be a candidate. We shall keep our readers posted in all the movements of candidates until the elections comes off.

THE *Hearth and Home* is the title of a new weekly Family Paper, to be published by the well known advertising agents, Messrs. Pettengill & Co. Mrs. Harriet B. Stowe, will have the supervision of the Home and Fireside department, and will also contribute regularly to every number. Several other literary celebrities have already been engaged as contributors, and the paper, under their able management, doubtless will prove very entertaining and instructive to its recipients.

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Be it therefore enacted, by the Municipal Council of the Township of Markham that it shall and may be lawful for the said Municipality to aid and assist the Toronto and Nipissing Railway Company, by giving thereto the sum of thirty thousand dollars by way of bonus.

That it shall be lawful for the purpose aforesaid, for the Reeve of the said Municipality to cause any number of debentures to be made for such sums of money as may be required for the said purpose, not less than twenty dollars each, and not exceeding in the whole the amount of Thirty Thousand dollars which said debentures shall be sealed with the seal of the said Municipality, and be signed by the Reeve, and countersigned by the Treasurer of the said Municipality.

That the said debentures shall be made payable in twenty years from the day hereinafter mentioned for this By-law to take effect at the Bank of Toronto, at its head office in the city of Toronto and shall have attached to them coupons for the payment of interest at the rate and in the manner hereinafter mentioned.

That the said debentures shall bear interest at and after the rate of six per cent per annum from the date thereof, which interest shall be payable half-yearly on the first day of July and January in each year, at the Bank of Toronto in the city of Toronto.

That for the purpose of forming a sinking fund for payment of the said debentures, and the interest thereon, at the rate aforesaid, an equal special rate of one mill and two tenths of a mill in the dollar shall, in addition to all other rates, be raised, levied and collected in each year upon all the rateable property in the said Municipality during the said term of twenty years from the coming into effect of this By-law, unless such debentures shall be sooner paid.

That this By-Law shall take effect on from and after the thirty-first day of December in the year of our Lord One Thousand eight hundred and sixty eight.

That the debentures to be signed and issued as aforesaid shall be delivered by the Treasurer of the said Municipality to the Trustees appointed (or to be appointed) in accordance with the eleventh section of the said Act incorporating the said Toronto and Nipissing Railway Company.

Geographical Society last evening, expressed the utmost confidence in being able, with a steam vessel, to reach the Polar Sea; and said he was willing to attempt it in the interests of science, and for the honour of the nation. He thought Government might be persuaded to lend the expedition a good stout ship.

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DIVISION COURT.—The Division Court will be held in the Court Room, Markham, on the 23rd December next.

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Land at a cost of some £40,000 has been bought near Buckingham Palace for the erection of the proposed new Roman Catholic Cathedral; in memory of Cardinal Wiseman. The Archbishop's residence, which adjoin it, is to be commenced immediately.