

...passions of  
were then agreed  
don and Mr. Bur-  
ay to observe ex-

ns should be con-  
government and  
s.  
auguration of war  
red to the home

ned instruction to  
act in accordance  
the objects above  
to caution British  
et not only to the  
respect the usages  
ese people.

pecial says: Gen.  
ssued a proclama-  
Malaga to throw  
y refusing to sub-  
the place in a  
was then attacked  
s. The insurgents  
ets and defeated,  
succeeded in restoring

conference on the  
et at Paris on the  
it should its delib-  
tasia will demand  
on the part of the  
quarrel between

Lambeth presented  
an address, in return  
man favoured them

ens states that the  
at Pasha, formerly  
per of the Greek  
considered inevit-

*Patrie* of yesterday  
Chinese embassy,  
ting out the advan-  
e treaty, and wish-

ard Mobile were  
e Minister of War,  
lamented the Guard  
the country felt in

elats are preparing

Chinese embassy

Emperor Napoleon  
to the monument  
the late Emperor

view of President  
ation of the 25th  
Davis, John Sidell,  
Dunley Man and  
preparing to return

generally approve  
China and England  
and Clarendon and

awa.

following despatch

the Governor Gen-  
the official gazette

WING STREET, }  
Dec. 8th, 1868. }

had occasion to ob-  
progress of the Brit-  
wealth and enter-  
opportunities thus  
objects of rendering  
our Sovereign and  
some respects out

distinguishing Virginians has been in session  
in this city, and yesterday (yesterday) upon  
resolutions setting forth that to secure har-  
mony they are willing to accept negro suf-  
frage, provided it is coupled with universal  
amnesty.

Washington, D. C., Jan. 4.—It has been ascertained that the four South American republics on the Pacific coast, have accepted definitely the proposition of our Secretary of State to meet in conference at Washington with the Spanish envoy for the purpose of putting an end to the war now existing between those republics and Spain. It is affirmed that Chili has instructed her minister to accept a truce only, without signing a final instrument of peace; but this restriction imposed by Chili is deemed of but little importance.

New York, Jan. 4.—The *Times'* Washington special says: "Letters from Cuba do not confirm recent reports from that country, relative to the reverses of the revolutionists. It is stated that to-day the insurgents outnumbered the Spanish garrison in the island, and that there is every prospect that if they can hold out until March independence is certain. They contemplate the total abolition of slavery, and will not have annexation to the United States unless as a final resort."

By a premature explosion at the wreck of the steamer *Scotland* off Sandy Hook yesterday, Capt. Wm. L. Churchill, late of the navy, Oliver Louis Jurgers, and seamen Geo. Moore and James Oshay, were blown to atoms. Several other men in the divers' boat were severely injured.

### Narrow Gauge Railways in England.

Several Narrow Gauge Railway enterprises are in successful operation, and being inaugurated in England. Mr. W. W. Hulse, President of the Institution of Civil Engineers in Manchester, recently delivered an address to the members of that institution in favour of the proposed Manchester and Didsbury 3 foot 6-inch Railway, stating the speed guaranteed to be 25 miles an hour, and that the cost would only be two-thirds that of a line on the 4.8½ inch gauge. We think it unnecessary to quote anything to confirm the faith of the public in this kind of Railway. There is no arguing against a scientific fact, demonstrated with Steam Engines by years of experience, in various countries; yet, the following extract from *Public Opinion* will be interesting to the friends of the various Narrow Gauge enterprises, projected from Quebec to Lake Huron. The prospectus of the "Hastington Railway Company" is announced.

"The object is the construction of a line from Kingston Green, near the Agricultural Hall, to appoint adjoining the city station of the Metropolitan Railway at Finsbury, with an intermediate station by the Eagle Tavern City-road. The railway is to form a continuous bridge of viaduct, and to have a gauge of only three feet. It is stated that a line with less gauge than the one contemplated can be worked with perfect safety an economy and the Festinig Railway, which has only a gauge of two feet, is instanced as a favourable illustration. The capital of the company is to be £800,000, in shares of £20 each. A deposit of £2 per share is to be paid, and no call will be made till after the passing of the Act, nor is any call to be greater than 15 per cent. There are to be no debentures or preference stock, and the capital account is to be closed immediately upon the completion of the railway. The construction of the whole works is not to occupy more than one year, and the capital is estimated to be sufficient for the purchase of the plant, rolling stock, property, payment of expenses and compensations. On this

69 01 07

### RAILWAY BY-LAW IN SCARBORO'.

It will be seen, by Advertisement in another column, that several meetings are about to be held in Scarboro' for the purpose of considering the By-law to be voted on in that township, granting aid to the Toronto and Nipissing Railway. This is one of the most important questions ever submitted to the ratepayers of that township, and we have reason to believe that they will deal with it in a manly and liberal spirit—in a spirit worthy of one of the oldest and finest townships in Canada.—Scarboro' is the keystone in the arch that is to complete the span of this Railway. If Scarboro' does her duty, Whitechurch, Brock and Scott will follow suite. If Scarboro' fails, we may fail to get the Railway. We are aware that some of our Scarboro' friends say the sum is too large for that township. In reply to that we answer that it is one-third less according to the population than the sum voted by the people of Markham. We voted \$3.50 per head; we ask Scarboro' for only \$2.50 per head. Then they say that their township is small. We answer that \$30,000 voted by Markham is equal to an average of \$40 for every one hundred acres of land in the township; while in Scarboro' \$15,000 is only \$35.25 per one hundred acres. Again, they object on the ground of their proximity to the city, and that they do not need a railway by which to go to market. We reply that all the west side of Markham, and much of the south part, are in the same position as regards Toronto market. The people along Yonge street will continue to go to market by their stone road no matter how many railways we build. But, like the people of Scarboro', they will have a better market in Toronto if the railway is built than it is possible to have without the railway. The larger Toronto grows the better will be the prices paid in that city for everything the farmer has to sell, and the adjacent townships are the ones to take the advantage of it. As Scarboro' and Markham are situated, neither will send all its products by rail; but all will admit that by building up the roads and opening the back country we build up a market in the front that will, in twenty years, pay us back twenty times over the whole tax we will be called upon to pay on account of the railway.

But there is another object in getting the road. Our future supplies of lumber, shingles, timber, rails and firewood can only be secured by a highway to the north.

representing the Blooming Church, declared the victors—the former, with a small majority, had the choice was quite an exciting time—780 having been polled. Miss Cleaver sent her cake to the minister of church, Mr. Tatton. The proceeds were enlivened by the kind offices of Stouffville choir. Altogether it was a pleasant time, and resulted in real about \$500 for the benefit of the building of the church.—*Com.*

### NOW WE ARE EVEN.

The elections are over, and we have reason to complain of the result. Robinson is elected by a respectable majority notwithstanding the coalition of extreme parties and village jealousy against him. The movement in Markham last year was not justifiable, and had the effect of stirring up Unionville against a mistaken movement this year. We are now even, and we hope there will be no more jealousy between the villages that they will try in future to pull together. It is by union and co-operation that results can be obtained in municipal government.

### MARKHAM GRAMMAR SCHOOL.

We are much pleased to note that the Grammar School opens this term with greatly increased numbers, more than 100 pupils, boys, having registered their names. There is nothing to hinder this school from taking a first position. The building is freehold—is in good condition, has been thoroughly painted. Ornamental plants have been planted and good walks laid out. The property is worth over a thousand dollars. Above all it has a stirring principal in Mr. Hutton—the right man in the place.

### SCHOOL MEETING IN SCARBORO'.

Want of space prevents our giving a full report of the very interesting occasion of a school opening in Section No. 1, Scarboro'. We will simply say that the meeting was most interesting, there were fully three hundred persons present. The school borough can now boast of some of the finest common school buildings in Canada, while Section No. 1 has no superior and has an equal.

### PRESENTATION.

The Unionville Volunteer Company, on the 26th ult., presented Lieut. Steele to the Scarboro' Company, with a be-



preparing to return to  
generally approve  
hina and England  
and Clarendon and

twa.

following despatch  
the Governor Gen-  
the official gazette

SING STREET, }  
e. 8th, 1868. }

had occasion to ob-  
progress of the Brit-  
wealth and enter-  
opportunities thus  
objects of rendering  
in Sovereign and  
some respects out-  
us of recognizing  
manner. You are  
of supplying that  
quisite in the year  
shly the ancient  
ore recently that  
eased to create a  
the Star of India,  
s rendered in rela-  
e. The sphere of  
which is now open  
so varied and ex-  
in Her Majesty's  
to them as to India,  
on should be ap-  
Her Majesty has  
to sanction such a  
es of the Order of  
ge the Third, in  
esty's Mediterran-  
presided over by  
al, together with  
its numbers as will  
reward of distin-  
es in any part of  
sessions. I annex  
colony under your  
much of the new  
e qualifications for  
and the number of

d that this measure  
subjects as an evi-  
which Her Majesty  
dominions as integ-  
pire and her con-  
gress, and of her  
which they are  
easion may not pass  
opiate recognition.

AM & CHANDOS.  
es of the most dis-  
Michael and Saint  
mber, 1868:  
most distinguished  
e classes, as in our

the intermediate station by the Eagle Tavern  
City-road. The railway is to form a con-  
tinuous bridge of viaduct, and to have a gauge  
of only three feet. It is stated that a line  
with less gauge than the one contemplated  
can be worked with perfect safety an econ-  
omy; and the Festinog Railway, which  
has only a gauge of two feet, is instanced  
as a favourable illustration. The capital of  
the company is to be £800,000, in shares of  
£20 each. A deposit of £2 per share is to  
be paid, and no call will be made till after  
the passing of the Act, nor is any call to be  
greater than 15 per cent. There are to be  
no debentures or preference stock, and the  
capital account is to be closed immediately  
upon the completion of the railway. The  
construction of the whole works is not to  
occupy more than one year, and the capital  
is estimated to be sufficient for the purchase  
of the plant, rolling stock, property, payment  
of expenses and compensations. On this  
subject the *Money Market Review* writes:—  
The line is intended to be built upon a con-  
tinuous viaduct. The most remarkable feat-  
ure of it is, perhaps, that the ordinary gauge  
of 4 ft. 8½ in. is to be departed from. For  
such a special and independent line there  
is no need to adopt it, as there will be no  
junctions at either end or at any interme-  
diate point. The gauge will be only three  
feet, with a view to insure cheap construc-  
tion and an inexpensive rolling stock. There  
is the highest scientific and practical auth-  
ority as to the safety of such a gauge, and  
the facility with which it may be worked.  
Perhaps the most singular railway in the  
United Kingdom, and the best paying also,  
is the Festinog line, which runs from the  
slate mountains of Carnarvonshire and Mer-  
ionethshire towards the sea at Port Madoc.  
The gauge of that line is on two feet, yet  
last year it carried 125,000 tons of freight  
and 120,000 passengers, and not a single  
accident has occurred upon it since its  
opening, four years ago. There are vari-  
ous other lines here and there of a narrower  
gauge than the ordinary one, to which the  
same advantages attach. Experience, in  
short, has demonstrated its safety. The es-  
timate put forward assumes a gross traffic on  
this proposed Islington line of £150,000 a  
year at minimum fares; and, deducting 40  
per cent for working expenses—a very high  
scale for so light a line—the return upon the  
capital is put at fully ten per cent per annum.  
Moreover, it is proposed that the arches upon  
which the line is to be built shall be avail-  
able for letting; and it is pointed out that  
from this source a considerable revenue may  
be gained over and above that comprised in  
the estimate of the 10 per cent dividend.  
Finally the promoters set forth that the pro-  
posed line will be a complete undertaking  
in itself, and have no extension projects at-  
taching to it.

A horse tamer at Syracuse has taught a bull to  
dance.

larger Toronto grows the better will be  
the prices paid in that city for everything  
the farmer has to sell, and the adjacent  
townships are the ones to take the advan-  
tage of it. As Scarboro' and Markham  
are situated, neither will send all its pro-  
ducts by rail; but all will admit that by  
building up the roads and opening the back  
country we build up a market in the front  
that will, in twenty years, pay us back  
twenty times over the whole tax we will  
be called upon to pay on account of the  
railway.

But there is another object in getting  
the road. Our future supplies of lumber,  
shingles, timber, rails and firewood can only  
be secured by a highway to the north.  
For this service the railway will be more  
of an object to Scarboro' than to Markham,  
as they are farther from the timber country.

These are reasons why the By-law may  
be supported on the most selfish grounds.  
But there are still other grounds why the  
By-law should be supported: 1st. Because  
it will open up and benefit our whole coun-  
try, afford a field for immigration, a place  
for our young men to settle, and thus build  
up our own towns and cities, create our  
own markets, and retain the wealth and  
fruits of our own industry in our own Domini-  
on, instead of allowing it to cross the lines  
and build up a neighbouring country at our  
expense. Shall we, then, be tributary to  
the wealth of our neighbours, or shall  
we develop our own resources, and retain  
the fruits of our industry within our own  
borders? Let all parties turn out to the  
meetings and give the whole question a  
fair and full consideration. Hear what is  
to be said, then judge of its merits.

#### SALE REGISTER.

TUESDAY JAN. 19.—Executors' Credit Sale  
of Farm Stock, Implements, Hay,  
Grain, Roots, &c. on Lot 42, 1st Con.  
Vaughan, belonging to the estate of the  
Late C. E. Lawrence. Also, the farm  
to let at the same time if not previously  
disposed of. Gormley and Myers,  
Auctioneers.

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

Want of space prevents our giving  
full report of the very interesting occa-  
sion of a school opening in Section No.  
Scarborough. We will simply say  
meeting was most interesting, there be-  
fully three hundred persons present. S-  
borough can now boast of some of the  
finest common school buildings in Can-  
while Section No. 1 has no superiors  
has an equal.

#### PRESENTATION.

The Unionville Volunteer Company  
the 26th ult., presented Lieut. Stob-  
the Scarboro' Company, with a beau-  
tiful field glass, accompanied by a suitable  
dress, which was very happily respon-  
ded to. We regret that the full proceed-  
reaches us too late to appear this w-  
but will be published in full in our nex-

SOCIALS.—A Social will be given by  
Thomas Speight, Senr., of this village,  
(Thursday) evening. The proceeds will  
be applied towards paying for the melo-  
now in use in the W. M. Church.  
William Eorster, 10th Con. Markham,  
also give a Social, on Wednesday even-  
in aid of the Wesleyan M. Circuit F-  
Mr. Daniels, rear of the 7th Con. Mark-  
(near the townline), will also give a So-  
on Friday evening next, the 8th inst-  
aid of the Presbyterian Church Fund.  
success attend them.

LAMB'S PATENT KNITTING MACHINE  
is simple, durable, and easily operated  
sets up its own work, knits all sizes, wide  
and narrows, does all kinds of knitting  
will knit better and more even than can  
done by the hand. It will knit a pair of  
socks in thirty minutes, C Chapman, M-  
ham, Agent.

"Moses, don't touch it," and a good  
collection of other sheet music, on hand and  
sale by C. Chapman, Main street, M-  
ham. Orders sent by mail.

Le Grange & Goldie's, the celeb-  
Trapezists, Minstrels, will exhibit here  
night.—See adv.

ME 69 01 07

ONTAR



pendent by the Queen out of her private fortune. The exterior of Masoleum is of stone; the interior is of marble of all colours and kinds. The building consists of a central octagon surrounded by three chapels, or recesses. The dome of the octagon, including a cross which surmounts it, is 83 feet, the height inside being 70 feet. The interior decorations are exceedingly elaborate in colours and designs, with gilding painting, and sculpture in profusion. A massive sarcophagus of highly polished Aberdeen granite, resting upon a slab of polished black marble in the centre of the octagon contains the Prince's remains. There is a kneeling angel in bronze at each corner. Upon the lid of the sarcophagus is a recumbent figure of the Prince Consort in white marble, the work of Baron Marochetti. The dome above has a ceiling of blue, spangled with golden stars. The ribs of the dome are supported with golden angels. In each of the side recesses a bronze and golden chandelier is suspended. Painted panels and sculptures adorn the walls, with inscriptions and traceries. In the recess opposite the entrance is the altar, and over it a large painting of the Resurrection; above it, in the ceiling, a fresco of the Ascension. There is to be a large painting, also in each of the other recesses. The general result is said to be exceedingly impressive. Everything that affection could dictate, wealth procure, and art achieve, has been done. The entrance to the mausoleum faces east, and is reached by a flight of black marble steps, leading to a porch supported by granite columns, with a ceiling decorated with Venetian Mosaics. The floor of the entrance, as well as of the entire structure, is formed of variegated marbles, polished and inlaid in panels of various designs.

#### Toronto and Nipissing Railway.

The Municipal elections in the township of Uxbridge, terminated on Monday last in favor of the Toronto and Nipissing Railway, by an overwhelming majority. The candidates favorable to the road were George Wheler for Reeve, and Isaac J. Gould, Thos. Todd and John Brander for Councillors; and the Opposition candidates were Samuel Widdifield for Reeve, Hiram Kester for Deputy-Reeve, and Wm. Kydd for Councillor. These three were defeated. The following was the state of the poll at the close, viz.—Reeve, Geo. Wheler, 318; Samuel Widdifield, 40—Majority for Wheler, 278. Deputy-Reeve, John B. Feasby, 293; Hiram Kester, 165—Majority for Feasby, 128.—Councillor, Isaac J. Gould, 305; Thos. Todd, 293; John Brander, 278; Wm. Kydd, 174. Majority for Brander, 104. It will be seen from the above that the lowest railway candidate had a majority of 104 over the highest opposition candidate, thereby showing clearly that the railway is gaining ground in Uxbridge, and rapidly; for there are only 52 of a majority for the By-law when it was submitted to the people last September. But to-day the lowest railway candidate has double that over the highest anti-railroad candidate. This should impress the Legislature very much in favor of legalizing the By-laws now passed by the different municipalities, granting bonuses to the said railway.

Rykert, Esq., M.P.P., and F. W. Stone.

This meeting, after going over the history of their proceedings from 1851, to prove that a banking account had been kept in the name of the Board, and that the treasurer, R. L. Dennison, had given a bond with sureties for \$4,000. They close their proceedings by admitting a deficiency of \$8,253, besides a note against the Board, laying under protest at the bank for \$3,800. This shows that Mr. Dennison in the above letter stated what he knew to be essentially untrue. Why he should have made such a statement, in the face of the enquiry then being made, is extraordinary. One would think that a man possessing the average amount of common sense, would much rather come out like an honest defaulter and say, "Gentlemen, you have entrusted me with the office of treasurer. I have used the funds, but always hoped to be able to replace them when called for. I have, unfortunately, failed to be able to do so at present; but I will give security, and repay the amount as soon as possible." This course would have been much more honourable than to deny on the 31st of December what he had to acknowledge on the 7th of January, which is exhibited by the following correspondence:

Board of Agriculture, }  
Toronto, Jan. 7, 1869. }

R. L. DENNISON, Esq.,  
Treasurer, P. A. A.

DEAR SIR,—I am instructed by the Board to request that you will inform them what you propose to do with reference to the balance due by you to the Board on Dec. 31st, 1868, which appears from your statement to be \$8,253?

Also, what provision you are prepared to make to retire the note for \$3,800 now held by the Bank of British North America against the Board?

I have the honour to be, Sir,  
Your obedient servant,

HUGH C. THOMPSON,  
Secretary.

Dover Court,  
January 7, 1869.

To the Secretary, Board of Agriculture.

DEAR SIR,—In answer to yours of this evening, I can only say that I am prepared to give ample landed security to the satisfaction of the President of the Board, for whatever amount may be found to be due by me on Board of Agriculture account.

I remain, dear sir,

Your obedient servant,

RICHARD L. DENNISON.

These letters of Richard L. Dennison do him more harm than his worst enemy could; desire to inflict. We deeply regret both

bravely defending our soil and driving back the insolent despoilers of our homes. We will long remember, with pleasure, our intercourse with you, and always be happy to meet you, either on the drill ground or while engaged in the more peaceful avocations of life. We conclude by wishing you a long, prosperous and happy life.

#### REPLY:

BROTHER VOLUNTEERS.—I am unable to express, as I would like, the pleasure I feel in having publicly demonstrated here your high appreciation of my limited services rendered you while performing your annual drill at Newmarket. You will always find me both ready and willing in the defence of our Dominion, should occasion arise; but I trust we may never find it necessary to go forth to meet an enemy. As my life has not been one of a public nature, but simply that of a farmer, you must not, therefore, expect any display in thanking you for your generous and highly appreciated gift. I have only to say, that I always found you obedient and attentive to receive what little military instruction I was able to impart; and I felt grateful when I heard our Colonel say that you had made rapid progress. I am also pleased to know that you are unanimous in your estimation of my services, and I can assure you that, should we ever meet together as soldiers on the field of battle, I shall serve you to the best of my ability, knowing that you will support me in my endeavours. I will simply thank you for your kind token of regard; and, believe me, a presentation so undeserved can never be effaced from my memory.

#### THE MEETING AT WOBURN.

The grand rally of all parties for and against the Railway By-law in Scarborough, takes place at Woburn, at 2 o'clock p.m. on Saturday. We hope our Scarborough readers will bear this in mind. A large deputation will be there from Toronto; and if it should appear that the By-law will not carry, it will probably be withdrawn, and the Nipissing project abandoned for the present, as there are three other townships needed to aid in forwarding the work. If Scarborough fails, these other townships need not be applied to for the present. To vote upon the By-law and lose it would delay the work still longer than to have it withdrawn. We again urge that there may be a large representation out on Saturday of all parties, in order that the true disposition of the people may be fairly and fully indicated. The meetings so far held give a favourable indication, but not enough so to decide the matter one way or the other.

A new underground railway is projected in London, in which the cars will be moved by stationary engines.

ME 69 D1 07



of motion to enquire into the  
of the County's retaining the  
the present Superintendent of  
ids.—Carried.  
ance with the resolution the  
into Committee of the Whole  
Superintendent was permitted to  
Council and defend himself  
charges made against him.  
of Mr. Stephenson, it was re-  
the Committee report by by-

ussion then took place and a  
ew names were proposed; but  
resolved to retain the present  
ent for this year.  
was then adopted, and the  
med.  
ving is an abstract of the audi-  
howing the receipts and dis-  
for the past year, which was  
able by the Warden:—

#### RECEIPTS.

and.....	\$4364 49
Sheriff Jarvis.....	178 64
Jury fund.....	665 91
Criminal Justice.....	3294 89
License Fund.....	652 00
Rents.....	1722 50
Interest.....	381 62
Clerk of Peace.....	7 00
Debiture from County..	3500 00
Public Instruction.....	6 20
Commission.....	11 40
County Tax.....	20715 00
Treasurer.....	569 74

\$36,067 39

#### EXPENDITURES.

Coroners.....	\$420 55
Constables.....	1533 63
Crown witnesses.....	210 05
County Attorney.....	229 50
Clerk of Peace.....	725 05
Sheriff Jarvis.....	1,000 74
Inquest Expenses.....	864 04
Jury do.....	1,031 30
" Fund.....	5769 45
Miscellaneous.....	12,077 44
Members wages.....	985 30
Printing and Stationery...	898 98
Board of Public Instruction	407 69
Salaries.....	4432 25
Appropriations.....	3032 56
Repairs to Public Build- ings.....	990 75
Jail Expenses.....	1181 60
Volunteer relief.....	23 00
Interest.....	733 21
Retention of horse thief...	20 00

\$36,067 39

ouncil then adjourned, to meet  
t June.

St. Patrick's Hall, Montreal,  
n—2,000 People in the Hall.

d, Feb. 4.—The roof of the new  
s Hall fell in early this morning.  
t of the "Commis" Marchands  
there last evening, and at mid-  
y 2,000 persons were assembled  
all. Up to that hour all "went  
a marriage bell." The concert  
ed off successfully, and the ball  
owed was engaged in with spirit  
semblage. Suddenly, in the midst  
all, and just when the mirth and  
nt of the evening were at their  
a strange vibration was felt all  
the hall. Each dancer stopped in-  
y, and gazed inquiringly into the  
s neighbor. It was not the tramp  
feet that had occasioned that  
rocking movement and low rum-  
nd. "It is an earthquake!" said  
and a feeling of dismay began to  
mong the crowd. Then some ladies  
noticed that their ball costumes  
ered with some white substance,  
ng upwards, a shower of the plas-  
een descending from the roof. At  
ent Mr. Rastrick, an architect who  
ne to this city from Hamilton, Ont.,

panied by the name of the writer, though  
name need not in all cases be published.

#### NEW ADVERTISEMENTS.

Musical Instruments—C. Chapman.  
Central Nurseries—D. Reesor, Jr.  
Card—D. Wooten.  
Lenten Warnings.

#### THE

## Markham Economist.

MARKHAM, THURSDAY, FEBRUARY 11

TO THE PUBLIC. 1869

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

#### TORONTO AND NIPISSING RAILWAY.

A meeting was held on Tuesday, the 9th  
instant, at Balantrae, in Whitchurch, to  
consider the question of re-submitting the  
by-law to grant \$15,000 to aid the To-  
ronto and Nipissing Railway. There  
was a large turn out of the ratepayers—  
over two hundred being present. The  
chair was occupied by Mr. Randal, the  
Reeve of the township, and the meeting  
was addressed by Mr. Worts, of the firm  
of Gooderham & Worts, Toronto, Mr.  
Merrick, dry goods merchant, and Mr.  
Donaldson emigrant agent, also from that  
city, Mr. Reesor, Mr. Jos. Gould, Mr.  
Maxon Jones and Mr. Flint on behalf of  
the railway; Mr. Playter spoke in opposi-  
tion to granting a bonus.

The meeting was pretty evenly divided  
on the question of submitting the by-law,  
so much so that the chairman was unable  
to decide without having all to go out of  
the Hall into the street, where they were  
then divided and counted. Over one hun-  
dred votes appeared in favor of submitting  
the by-law, and about one hundred and  
five opposed to it. Thus the anti-railway  
men carried the vote by a very narrow  
majority. But the railway men say many  
of the antis were not ratepayers, and were  
drummed out from Bogarttown for the  
purpose of packing the meeting. Not  
being well enough acquainted, we cannot  
speak from personal knowledge as to the  
ratepayers and non-ratepayers; but it does  
appear only reasonable that, where the  
vote is so close at a public meeting, the  
people ought to have the privilege of voting

#### DEATH OF MR. MANSFIELD.

We regret to announce the death, at  
Hudson city, New York, on the 4th inst.,  
of Mr. John Mansfield, well known to  
many in this town and neighbourhood.  
Mr. Mansfield was in the fifty-fifth year of  
his age; but from very close application  
to duty in a highly-responsible situation,  
it is believed his brain was over-taxed, and  
he died from inflammation of the mem-  
branes of that organ. He was a native of  
Quebec, and step-brother of Mr. William  
Wright, of the Adjutant-General's Depart-  
ment, Montreal. He served his appren-  
ticeship in the Quebec *Courier* (Cary's)  
office, and came to Toronto in 1836,  
where he worked in turn in Fothergill's,  
McKenzie's, Scobie's and Rowsell's of-  
fices. He was foreman for the Hon. Wm.  
McDougall during the time he published  
the *North American*. He came to  
Markham, and was foreman in the **ECONO-  
MIST** office from the time of its first publi-  
cation in 1856, and continued until 1864—  
a period of eight years. He then returned  
to Mr. Rowsell's, where he remained until  
1866, when he undertook the management  
of the printing office connected with the  
Mercantile Agency of New York, for  
Dun, Barlow & Co., where he remained  
managing the office with great success  
until he was seized with his last illness.  
He leaves a wife and small family, so far  
as property is concerned, pretty well pro-  
vided for. His habits being temperate  
and regular, he accumulated a considerable  
amount.

#### THE WHELAN CASE.

#### No Respite Granted.

The Governor General in Council has  
resolved not to interfere with the course of  
the law in the Whelan case—no sufficient  
reason appearing for a further respite.—  
His execution will therefore take place to-  
day (Thursday). Whelan is preparing a  
long speech for the scaffold. He declines  
to receive visitors, except his priest or  
spiritual friends.

Mrs. Whelan had an interview with her  
husband on Tuesday afternoon. Whelan  
is very penitent, and received the announce-  
ment with great equanimity. Mrs. Whe-  
lan was very much affected at the inter-  
view.

#### CANADIAN MANUFACTURES— MUSICAL LUXURIES.

Canada is no longer entirely dependent  
upon agriculture. Her manufactures are  
rapidly extending in all directions. Nor  
are these confined to the coarser staples;



Canada is no longer entirely dependent upon agriculture. Her manufactures are rapidly extending in all directions. Nor are these confined to the coarser staples; they embrace the luxuries that employ the highest degree of artistic skill and taste. We had occasion, a few days since, to visit the piano manufactory of Heintzman & Co., and the melodeon room of Mr. Dalton, King Street, Toronto. Mr. Heintzman is a German, is a highly skilful and thoroughly educated mechanic. Before he came to Canada he was for several years foreman of one of the most celebrated piano manufacturing establishments in the United States. He has now an establishment of his own in Toronto. We visited all his rooms, from the wood shop to the finishing department, and every part seems to be managed on the most approved principles and successful plan. But facts are worth a hundred theories. We discovered while there that Mr. Heintzman had, when he first came to Toronto, been for some time the chief manager and workman in Messrs. Thomas & Co.'s establishment, and had made their celebrated prize pianos of which Mr. Thomas was always justly proud, one of which we happen to know to this day now nine years in use, yet in fullness, purity and sweetness of tone, together with durability in the instrument we have never seen equalled by any other we have ever met with. We were glad to learn that Mr. Heintzman receives orders about as fast as he can fill them. Mr. Dalton has orders even faster than he can fill them. He, too, is a practical working man, besides being a most beautiful player on the instruments he makes so well. The reed he uses is the best, without exception, we have ever seen, and his instruments when finished fully attest his competency. We were informed that Mr. C. Chapman, of this place, was their only agent in this part of the county, and that he made sales at the makers' prices.—See advertisement.

Canada is no longer entirely dependent upon agriculture. Her manufactures are rapidly extending in all directions. Nor are these confined to the coarser staples; they embrace the luxuries that employ the highest degree of artistic skill and taste. We had occasion, a few days since, to visit the piano manufactory of Heintzman & Co., and the melodeon room of Mr. Dalton, King Street, Toronto. Mr. Heintzman is a German, is a highly skilful and thoroughly educated mechanic. Before he came to Canada he was for several years foreman of one of the most celebrated piano manufacturing establishments in the United States. He has now an establishment of his own in Toronto. We visited all his rooms, from the wood shop to the finishing department, and every part seems to be managed on the most approved principles and successful plan. But facts are worth a hundred theories. We discovered while there that Mr. Heintzman had, when he first came to Toronto, been for some time the chief manager and workman in Messrs. Thomas & Co.'s establishment, and had made their celebrated prize pianos of which Mr. Thomas was always justly proud, one of which we happen to know to this day now nine years in use, yet in fullness, purity and sweetness of tone, together with durability in the instrument we have never seen equalled by any other we have ever met with. We were glad to learn that Mr. Heintzman receives orders about as fast as he can fill them. Mr. Dalton has orders even faster than he can fill them. He, too, is a practical working man, besides being a most beautiful player on the instruments he makes so well. The reed he uses is the best, without exception, we have ever seen, and his instruments when finished fully attest his competency. We were informed that Mr. C. Chapman, of this place, was their only agent in this part of the county, and that he made sales at the makers' prices.—See advertisement.

## IMMIGRATION TO CANADA.

We are pleased to notice that Mr. Geo. Laidlaw, notwithstanding his labours in connection with the two railways which it is proposed to build from Toronto, has found time to elaborate a most excellent scheme to encourage immigration to this country. It is proposed that parties in this country requiring laborers make contracts, through properly authorized agents, with able-bodied men in the old country, of whatever occupation or trade they require, and make a small advance—say \$12 or \$15—to aid in bringing the emigrants out to this country, and by that advance secure the services of the party at moderate wages until the money is repaid, and as much longer as the parties can agree. Of course, there are many details connected with an enterprise of this kind, in order to secure the parties against loss or fraud on account of such advance. It strikes us, upon the whole, however, as being quite feasible if we have the men and the government that will take hold of it. Certain it is that labour is getting scarce and wages high; and it is equally certain that if we had more available labor our country would settle much more rapidly.

Canada is no longer entirely dependent upon agriculture. Her manufactures are rapidly extending in all directions. Nor are these confined to the coarser staples; they embrace the luxuries that employ the highest degree of artistic skill and taste. We had occasion, a few days since, to visit the piano manufactory of Heintzman & Co., and the melodeon room of Mr. Dalton, King Street, Toronto. Mr. Heintzman is a German, is a highly skilful and thoroughly educated mechanic. Before he came to Canada he was for several years foreman of one of the most celebrated piano manufacturing establishments in the United States. He has now an establishment of his own in Toronto. We visited all his rooms, from the wood shop to the finishing department, and every part seems to be managed on the most approved principles and successful plan. But facts are worth a hundred theories. We discovered while there that Mr. Heintzman had, when he first came to Toronto, been for some time the chief manager and workman in Messrs. Thomas & Co.'s establishment, and had made their celebrated prize pianos of which Mr. Thomas was always justly proud, one of which we happen to know to this day now nine years in use, yet in fullness, purity and sweetness of tone, together with durability in the instrument we have never seen equalled by any other we have ever met with. We were glad to learn that Mr. Heintzman receives orders about as fast as he can fill them. Mr. Dalton has orders even faster than he can fill them. He, too, is a practical working man, besides being a most beautiful player on the instruments he makes so well. The reed he uses is the best, without exception, we have ever seen, and his instruments when finished fully attest his competency. We were informed that Mr. C. Chapman, of this place, was their only agent in this part of the county, and that he made sales at the makers' prices.—See advertisement.

**RHUBARB, THE GROWTH OF 1869.**—To Mr. John Carter, of Unionville, we tender our thanks for a bunch of rhubarb, grown this winter. Some of the stalks are 17 inches in length, and 2½ inches in circumference, and possesses all the healthful appearances of spring-grown rhubarb, including color, juiciness and flavor.

**SELLING OFF AT TEN PER CENT. DISCOUNT.**—Mr. James J. Barker has a splendid assortment of Dry Goods, Groceries and Hardware, which he offers at 10 per cent discount, and silver at par. Examine his stock. See advertisement.

## American News.

Washington, Feb. 5.—The President rejected a pardon to issue for Dr. Mudd, assassination conspirator, now confined at Fort Tortugas. Efforts are being made to secure the pardon of Arnold and others.

York, Feb. 8.—The *World's* special correspondent has issued an order, directing the remains of Mrs. Surratt be delivered to her family.

Washington, Feb. 8.—The inauguration which General Grant has promised to attend, promises to be a grand affair. The admission has been fixed at \$10. There is no prospect that the Alabama will be considered at this session. It has even been referred to the committee on Foreign relations.

Pennsylvania Association for the propagation of the game will let fly 1,500 birds next spring.

ME 69 02 11



Francisco. About eleven or twelve years ago a ship loaded at Lewis wharf, for San Francisco, with nine thousand barrels of flour. The same ship has once or twice brought to New York entire cargoes of breadstuffs from California.

### An Ocean Balloon Voyage.

The fascinating problem of the navigation of the atmosphere is about to be brought again before the public by an attempt to cross the Atlantic from New York in a balloon, which enterprise is to be undertaken by Mons A. Chevalier, an aeronaut of extended European reputation. Mr. Chevalier arrived in this country about a fortnight ago, and has already succeeded in gaining the confidence and support of our first scientific men. He is by birth a Swiss, about 30 years of age, of a modest and self-possessed demeanor, short in stature, with black hair, eyes, and mustache, and a pleasing and open expression of countenance. For a dozen years past, Chevalier has been an enthusiast in acrostatics. He spent his inherited fortune (for he is of noble extraction) on flying machines, and has ever since experienced on account of his penchant a succession of ups and downs in life extraordinary even for an aeronaut. Mr. Chevalier's latest invention is a steam flying machine, which may be briefly described as being constructed after the model of the bird—long, winged, like sails project from either side of the iron body of the ship, and a fan-like "arrangement" at the stern stands in place of the tail of the bird, and serves its purpose in raising or depressing the machine in its course through the air. Looking at the fine picture representing it soaring in mid air over plains and mountains, as it appears in a French periodical, the only really astonishing thing about the air-monster is that it would not soar when Chevalier tried it, but broke down and left its sanguine inventor "dead broke" too. This and similar accidents have not in the least succeeded in disheartening him in his life search for the solution of the great problem; they only throw a stronger light on the obstacles in the way. After such mishaps, Chevalier bounds aloft elastically in his balloon for the delight of the million on some fete day in Paris, or Marseilles, or Lyons, or London, or Dublin, and thus repairs the losses of his exchequer for a fresh overhauling of his flying steamship. In this way he has made hundreds of ascents in every country in Europe and in Australia. Once he sailed in his balloon from Paris beyond the boundaries of Russia. On another occasion he crossed the St. George's Channel from Dublin into England. In one of his trips he made the extraordinary flight of 700 miles in four hours. In another ascent, made for the Marquis of Bute, just before coming to this country, he was driven 45 miles in an hour. One can readily believe in looking at Chevalier's clear, pleasant eyes, and firm, quiet mouth, that he is a stranger to physical fear. But about his trans-Atlantic trip from New York—he undertakes it partly for the great effect it will have, if successful, on his "business" on the other side of the water, and not less to determine the existence of a continuous "belt" of westerly currents which the philosophers say must exist at the height of 8,000 to 10,000 feet above the sur-

### TO CORRESPONDENTS.

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

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

### NEW ADVERTISEMENTS.

Estray—Smith Thompson.

### THE

## Markham Economist

MARKHAM, THURSDAY, FEBRUARY 18

### TO THE PUBLIC.

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

D. REESON.

### TORONTO AND NIPISSING RAILWAY.

Shall this road be built? This question will now be left for the people interested to answer. It is a great blow to the success of the work when such a man as Mr. George Laidlaw resigns his position as director. He was the originator, life and soul of the whole scheme. But it has gone on too far to stop now. The reason assigned for Mr. Laidlaw's resignation is the unwillingness of Scarboro', Whitchurch, Scott, and a few other townships to grant bonuses to aid the work. We think Mr. Laidlaw is right in protesting against the work going on until every municipality does its share towards granting bonuses. But the work is only delayed a little—it is not defeated. Scarboro' and Whitchurch will in due time return to reason and a proper sense of their duty. That contemptibly mean spirit that some municipalities exhibit when they say, "They will get the road, no matter whether they give a bonus or not: get it at the expense of their neighbours," is not the spirit of justice or progress; nor can we yet believe that it is the

ality, intelligence and enterprise. They will then have an interest, in common with other municipalities, in opening up their country, and indirectly in benefitting themselves to ten times the amount of the bonus. Having voted the by-law, the members of the Whitchurch Council should explain its advantages at public meetings, and give it a cordial support as leaders of public opinion.

### UNRECLAIMED LANDS.

In this western peninsula, lying between Lakes Huron, Erie and Ontario, we have the garden of Canada. Probably no State in the neighboring Union, nor in Europe, possesses a similar tract of territory at once so salubrious in climate, so well watered, yet so productive in all the grains and fruits common to the temperate zone. In a whole county it is a rare thing to find a single square mile of rocky or unproductive soil. A few places have appeared where the fallen timber has obstructed streams, and some valuable lands have become temporarily flooded; but with the clearing of the timber, and the modern improvement of ditching, the low lands often prove the most valuable. In the counties of Essex, Kent, Lambton and Middlesex, we have perhaps the mildest climate of any part of Ontario. Grapes, peaches and apples grow in great luxuriance, and ripen to the highest degree of perfection. But in Canada, like in most new countries, the settlers are slow in adopting the improvements found absolutely necessary in older countries. Here they have been known to take two, and sometimes three, grain crops from the virgin soil without even once ploughing the land; and as for draining it was never thought of in the early settlement of the country. But it has been lately discovered that in the counties just named some of the richest lands have been allowed to remain unsettled for years for the want of some general system of draining. About thirty thousand acres in the township of Brook lays in this position. An expense of fifty cents per acre in opening up a main dyke or sewer to allow the water to escape at the time of the spring or fall freshets would make this whole tract available as the richest farming lands. To-day it probably would not sell for two dollars per acre; but if it were drained it would be worth



# Markham Economist.

MARKHAM, THURSDAY, FEBRUARY 18

## TO THE PUBLIC.

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

D. REESOR.

## TORONTO AND NIPISSING RAILWAY.

Shall this road be built? This question will now be left for the people interested to answer. It is a great blow to the success of the work when such a man as Mr. George Laidlaw resigns his position as director. He was the originator, life and soul of the whole scheme. But it has gone on too far to stop now. The reason assigned for Mr. Laidlaw's resignation is the unwillingness of Scarboro', Whitchurch, Scott, and a few other townships to grant bonuses to aid the work. We think Mr. Laidlaw is right in protesting against the work going on until every municipality does its share towards granting bonuses. But the work is only delayed a little—it is not defeated. Scarboro' and Whitchurch will in due time return to reason and a proper sense of their duty. That contemptibly mean spirit that some municipalities exhibit when they say, "They will get the road, no matter whether they give a bonus or not: get it at the expense of their neighbours," is not the spirit of justice or progress; nor can we yet believe that it is the spirit that will be sanctioned by a vote of the people of Scarboro' or Whitchurch. But the hardest of the work is over in the conception of the plan and the voting of two-thirds of the required bonuses. Shall all this labour be lost? or shall the work fall to the ground because one good man has resigned, become disgusted or dis-  
No. It would be a disgrace to the other provisional directors to allow the matter to drop here. The work already performed is twice as great as that which remains to be done. Let us keep up the agitation until the delinquent municipalities do their part, and instead of beginning the work in May 1869, we will begin it in April 1870. We are after all not so much surprised at Mr. Laidlaw's course. One of his active nervous temperament—impatient and energetic—is just the man to conceive and set

In this western peninsula, lying between Lakes Huron, Erie and Ontario, we have the garden of Canada. Probably no State in the neighboring Union, nor in Europe, possesses a similar tract of territory at once so salubrious in climate, so well watered, yet so productive in all the grains and fruits common to the temperate zone. In a whole county it is a rare thing to find a single square mile of rocky or unproductive soil. A few places have appeared where the fallen timber has obstructed streams, and some valuable lands have become temporarily flooded; but with the clearing of the timber, and the modern improvement of ditching, the low lands often prove the most valuable. In the counties of Essex, Kent, Lambton and Middlesex, we have perhaps the mildest climate of any part of Ontario. Grapes, peaches and apples grow in great luxuriance, and ripen to the highest degree of perfection. But in Canada, like in most new countries, the settlers are slow in adopting the improvements found absolutely necessary in older countries. Here they have been known to take two, and sometimes three, grain crops from the virgin soil without even once ploughing the land; and as for draining it was never thought of in the early settlement of the country. But it has been lately discovered that in the counties just named some of the richest lands have been allowed to remain unsettled for years for the want of some general system of draining. About thirty thousand acres in the township of Brook lays in this position. An expense of fifty cents per acre in opening up a main dyke or sewer to allow the water to escape at the time of the spring or fall freshets would make this whole tract available as the richest farming lands. To-day it probably would not sell for two dollars per acre; but if it were drained it would be worth from ten to twenty dollars per acre. The experiment has already been tried in one or two counties with the most satisfactory results. But there must be the co-operation of the land owners with the municipal authorities to carry out any general plan of draining. We hope our friends in the western principal law, thereby bringing into the market some of the very richest lands that are now idle and unproductive. McGillivray, Bosanquet, Brook and Enniskillen might each in turn bring into value considerable tracts of land by a cheap but systematic system of draining. It is true that these townships exhibit already some of the finest farms without draining; but if they can add several thousand acres more equally good by a cheap system of draining, it ought surely to be done. The leading

arrived in this country about a fortnight ago, and has already succeeded in gaining the confidence and support of our first scientific men. He is by birth a Swiss, about 30 years of age, of a modest and self-possessed demeanor, short in stature, with black hair, eyes, and mustache, and a pleasing and open expression of countenance. For a dozen years past, Chevalier has been an enthusiast in acrostatics. He spent his inherited fortune (for he is of noble extraction) on flying machines, and has ever since experienced on account of his penchant a succession of ups and downs in life extraordinary even for an aeronaut. Mr. Chevalier's latest invention is a steam flying machine, which may be briefly described as being constructed after the model of the bird—long, winged-like sails project from either side of the iron body of the ship, and a fan-like "arrangement" at the stern stands in place of the tail of the bird, and serves its purpose in raising or depressing the machine in its course through the air. Looking at the fine picture representing it soaring in mid air over plains and mountains, as it appears in a French periodical, the only really astonishing thing about the air-monster is that it would not soar when Chevalier tried it, but broke down and left its sanguine inventor "dead broke" too. This and similar accidents have not in the least succeeded in disheartening him in his life search for the solution of the great problem; they only throw a stronger light on the obstacles in the way. After such mishaps, Chevalier bounds aloft elastically in his balloon for the delight of the million on some fete day in Paris, or Marseilles, or Lyons, or London, or Dublin, and thus repairs the losses of his exchequer for a fresh overhauling of his flying steamship. In this way he has made hundreds of ascents in every country in Europe and in Australia. Once he sailed in his balloon from Paris beyond the boundaries of Russia. On another occasion he crossed the St. George's Channel from Dublin into England. In one of his trips he made the extraordinary flight of 700 miles in four hours. In another ascent, made for the Marquis of Bute, just before coming to this country, he was driven 45 miles in an hour. One can readily believe in looking at Chevalier's clear, pleasant eyes, and firm, quiet mouth, that he is a stranger to physical fear. But about his trans-Atlantic trip from New York—he undertakes it partly for the great effect it will have, if successful, on his "business" on the other side of the water, and not less to determine the existence of a continuous "belt" of western currents which the philosophers say must exist at the height of 8,000 to 10,000 feet above the surface of the earth. M. Chevalier has brought with him, in complete readiness, the balloon in which he proposes to make his long and perilous journey. It is of a peculiar shape, and of these dimensions:—95 feet in height, 150 feet in diameter; capacity for gas 125,000 cubic feet. The car being made of bamboo, and in the shape of a house, resembling a long bamboo hut, and will probably accommodate as many passengers as will desire to go. Mr. Chevalier has been in the country early a date as possible, and, at all events, before the return of warm weather. His reason for this is that the balloon would suffer a dangerous loss of gas by expansion in the heat of warm suns. As stated above, Chevalier has shown some of the scientific men of this city that he is not a mere showman; has interested them in his undertaking, and will proceed to perfect the preparations for his interesting and unprecedented voyage, under propitious circumstances.—  
New York Tribune.

The Withdrawal of the Troops.

1869



red mor-  
ons were  
in action;  
drew his  
died in  
together  
dropped  
ated the  
the poor  
final mo-

1:15 ex-  
the north  
Banbury.  
ry shown

esday Mr.  
r with a  
D'Arcy  
essed her  
ty of cir-  
disastrous  
he stated  
him for  
children  
ks for her  
to tell her  
that he  
no sorrow

when he  
well up  
en one of  
violently  
save my  
ld under  
re was a  
crowd at  
not the  
he crowd  
at D'Arcy  
than his

Whelan  
ets of the  
e, Feb. 12.

oston.

eller) has  
a capital  
or nearly  
capital of  
en of the  
dollars, or  
property  
about the  
ine, New  
The an-  
are one  
millions  
hundred  
uring the  
wharfs of  
vessels  
esses. In  
bales of  
receipts  
the year,  
lf of the  
ry. Four  
required  
on of tons.  
on their  
an. Ten  
to Boston  
ship Her-  
oston last  
grain and  
breadstuffs  
from San

### The Withdrawal of the Troops.

The following will throw some light upon the statement recently published respecting the withdrawal of the troops from the Dominion. It is one of the first results of the Reform in England which transferred the governing powers into the hands of those who bore the heaviest portion of the taxation.

The London *Morning Telegraph* states editorially that Mr. Cardwell will find that the two most important matters which await his peremptory action at the War Office have reference, first, to the distribution of our army, and, secondly, to that vast and reckless expenditure represented by the money wasted on our permanent fortifications. When he takes up the long list which indicates the stations occupied by 103 British regiments scattered all over the globe, we hazard little in saying that many startling doubts will suggest themselves to his mind. He will observe that at this moment we have seven regiments of infantry and one of cavalry in Canada; that two regiments of infantry hold Nova Scotia; while New Brunswick is garrisoned by the first battalion of the 22nd Foot, and the fourth battalion of the 60th Rifles. We shall be greatly disappointed if it should prove, towards the close of February, that Mr. Cardwell deems it necessary that British North America should be permanently held by twelve British regiments. If there should be any serious attempt on the part of the States to annex half a continent, the twelve British regiments scattered over it would bear the same proportion to the army arrayed against them as Falstaff's bread bore to his sack. If it is pretended that twelve regiments are required to over-awe the American Fenians, we answer that the brave and well organized Canadian militia, aided by a couple of British regiments and two or three batteries of artillery will give an excellent account of all the Fenians ever likely to issue from Buffalo or Detroit. The next station likely to arrest Mr. Cardwell's attention will probably be Gibraltar, garrisoned at present by the 83rd, the 74th and 75th regiments of foot, and also by the 2nd battalion of the 13th. Upon what possible pretext can it be necessary that Gibraltar should be so strongly held? Is this a moment when Spain is likely to regain possession by a *coup de main*? How, again, are the overlasked operatives of England benefited by maintaining one battalion of infantry at prosperous Barbadoes, or by tethering down two regiments of their countrymen to become food for yellow fever among the coral roofs of Bermuda? If it is argued that Imperial interests demand that Halifax and Bermuda should always be held as coaling and refitting stations for British war vessels, in the event of our coming to blows with our transatlantic cousins, we answer that the main defences of unhealthy Bermuda should be entrusted to the navy, and that it will be time enough to occupy it strongly with soldiers when war is actually threatened.

A Western writer speaks of a certain lady in public as "an ornament to both sexes."

part, and instead of beginning the work in May 1869, we will begin it in April 1870. We are after all not so much surprised at Mr. Laidlaw's course. One of his active nervous temperament—impatient and energetic—is just the man to conceive and set afloat a grand scheme; but in waiting for the people of a hundred municipalities fully to understand and appreciate it, he becomes tired and disgusted, and leaves the work to be carried out by persons endowed with more patience, yet who will never be entitled to one-half the credit that is already due to Mr. Laidlaw. Again, we say the work must go on. The cry against taxation is getting pretty well played out since it was raised in a few townships against the purchase of the York roads. The people now understand it was a false cry, and they will soon understand that the cry against the railway bonus is also a false, hollow, deceptive cry.

### THE SCARBORO' BY-LAW.

The Scarboro' Council meets on Monday next, when the question will come up for submitting another by-law to the people granting aid to the Toronto and Nipissing Railway Company. It will be remembered that the former by-law was withdrawn. We trust the Scarboro' Council will fill up their next by-law with just such a sum as they themselves can vote for, and what they believe the people of Scarboro' will be likely to sustain. To submit a by-law and then advise the people to vote against it would be a mere farce and make expense for nothing. We say to the Scarboro' Council, do the best you can, and if you cannot come up to the expectations of the Company, you will have taken the best course open to you in submitting a by-law that will carry, if only for \$10,000. But pass it with a determination to give it countenance and support when it goes to the polls.

### THE WHITCHURCH BY-LAW.

The Council of Whitchurch have passed the by-law to submit to the people the question of granting \$15,000 as a bonus to the Toronto and Nipissing Railway Company. The Council have so far discharged their duty. Now let the people do theirs—vote for the by-law. If Whitchurch carries its by-law manfully, it will prove a lasting monument to their liber-

of draining. It is true that these townships exhibit already some of the finest farms without draining; but if they can add several thousand acres more equally good by a cheap system of draining, it ought surely to be done. The leading men of the west already see the importance of this movement. Mr. McKenzie, M.P.P., and Mr. McKellar, M.P.P., have, within the last few years, taken particular pains to impress this view of the question on their constituents, and were instrumental in getting the municipal act so framed as to meet their wants in this particular. They should now, by all means, take advantage of it.

### MR. HOWE IN HANTS.

Mr. Howe is in Hants. He has gracefully yielded to the logic of events and accepted the situation—himself on a salary of \$6,000, and a lump salary for all the other Blue Noses of \$160,000 a year. Mr. Howe holds his situation during pleasure, while the others accept theirs for the period of ten years. An attempt is being made to Goudge Mr. Howe out of his office; but the matter is now being arbitrated by the men of Hants. Mr. Annand complains that he was not included in the \$6,000 a year salary, and declares that rather than be counted amongst the common fishermen, and draw his pittance out of the lump sum of \$160,000—which, after all, is only two dollars per head—he would continue in his present situation of Delegate to England, and be subject to all of the unheard-of tyranny of the home government. Steamships are comfortable, and board and lodgings in London at four dollars a day can be borne by a man burning with patriotism.

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

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

ME 69 02 18



SECTION NO. 4.  
The lowest tender for section No. 4 is that of Messrs. George and James Worthington, of South Quebec, it being for the sum of \$297,000, or at the rate of \$11,000 per mile.

The Commissioners being satisfied as to the skill, experience, and resources of Messrs. Worthington, recommend that their tender for section No. 4 be accepted.

(Signed), A. WALSH,  
ED B. CHANDLER,  
C. J. BRYDGES,  
W. F. COFFIN,  
Commissioners.

#### Narrow Gauge Railways.

We were living in happy ignorance of any difficulty in reference to the proposed Narrow Gauge railways; work on which we believed, was to be commenced in April. We now learn that several municipal Councils, supposing that they are in a position to get the railways in any event, refuse, or what is the same, delay to submit the by-laws, or propositions of the respective companies, to the vote of the people.

It is exceedingly vexatious to find parties in positions of responsibility showing so mean a spirit. The Railway Companies offer to build a railway, on a certain defined route, for a certain sum of money from each municipality interested. The proposition has to be submitted to the Councils, however, of several municipalities, such as Mono, Luther and others, and they are slow to refer the proposition to the Railway Companies to the vote of the people. The Reeves, or some members of the Councils, want impossible conditions inserted in the by laws inconsistent with the Act of Incorporation and the plans of the Company, and thus delay the progress of the work. They encourage the idea that the railways will be got for nothing, that they will be built whether bounties are voted or not. They will find themselves mistaken. It would be an unpardonable injustice to build a railway for one township at the expense of another, and the men who manage these Companies will not be parties to such a course of action. Public opinion would not sustain them. It is their duty to insist that a sod shall not be turned until an equitable portion is received from each Municipality interested.

We sympathize with Mr. Laidlaw, who has been driven to resign his connection with the Toronto and Nipissing Railway Company, by the selfish and factious opposition of the men who most need that road. The railways will sooner or later be built, but we dread delay; changes in the money market may render it practically impossible for years to build these railways, if the present favourable opportunity is lost.—*Globe*.

#### Ceremony of Knighting the Prince of Wales.

The Berlin correspondent of the New York Herald writes:

Yesterday afternoon, (January 18) at half-past two o'clock, a chapter of the Knights of the Order of the Black Eagle, was held in the royal palace to invest His Royal Highness the Prince of Wales with the insignia of the Order. The investiture took place in the Ritter Saal (hall of the Knights), in the presence of the King, the Royal Princes and the other Knights of the Order all wearing the robes and attended by officials, pages and heralds. His Majesty having taken his place upon the throne, Count Stillfried, the chief master of the ceremonies, was commanded to introduce the Prince of Wales. Thereupon, preceded by the herald and conducted by Count Stillfried, the Crown Prince of Prussia and Prince Adalbert proceeded

mother. At Toledo Mrs. Morris changed her seat from one car to another, and sat down just behind another lady-like appearing woman who had two children, a girl and a boy, the former about two and the latter four years old. When about half way to this city the children grew restless, and began to whine and cry as children sometimes will. As the mother could not quiet them, Mrs. Morris tendered her assistance, saying at the same time that the little girl resembled one that she had lost a year or so ago. The mother accepted her aid with many thanks, handing the youngest to Mrs. Morris, who was not long in getting it quiet and asleep. Laying it down beside her she took the other and got it to sleep also. Soon after the mother made an excuse to go into the forward car, saying she would return in a few moments. Time passed, but the mother failed to return. The little ones woke up and cried for her, but a search of the train failed to find her. Left in that predicament she hardly knew what to do, but finally concluded to take them both on, and if nothing further was heard of the heartless mother, to adopt the girl and leave the boy with the authorities of Buffalo. We understand from a passenger on the same train that the mother attempted to leave the little girl with the telegraph operator at South Bend, Indiana, but he was up to the little game, and stopped her as she attempted to go off up town, and made her take the child back.—*Cleveland Herald*.

#### The Trial of Jeff. Davis and Others.

Richmond, Va., Feb. 11.—In the United States District Court to-day, the District-Attorney, under instructions from the Attorney-General, in accordance with President Johnson's Amnesty Proclamation, entered a *nolle prosequi* in both indictments against Jefferson Davis, and in those against Lee, Wade Hampton, Breckinridge, Longstreet, Wise, Pryor, Seddon, Mahone, Early, and 30 others. On motion of Robt. Ould the Court that the securities on Davis' bail bond be discharged from further consideration.

#### News Items.

The mud of Paris is sold for 120,000 dollars a year.

A hairless squirrel has been killed near Natchez Miss.

Over 4,000 horses were slaughtered in Berlin last year for food.

The railway traffic returns for January show a prosperous state of the railways generally.

England has 2,500,000 unmarried females—all offering during leap year, and "no takers."

Mortality in Montreal is greater in proportion than in any other city in the Dominion.

The 13 Hussars will leave Toronto in the spring for India; the Battery of Artillery for England, and the 29th for Quebec.

A facetious youth of Wisconsin recently climbed on the roof of a neighbor's house, and so cleverly imitated the hoot of an owl, that the owner of the shanty shot him dead.

The Toronto street railway is evidently a non-paying concern. It is advertised to be sold on the 1st of March.

A minister in Minnesota has been presented with a watch guard composed of hair, every lady in the congregation having plucked out one hair as a contribution.

A romantic pair in Pennsylvania are blessed with a number of daughters. The oldest was called Caroline; the second, Madeline; the third, Eva-line; the fourth, Angel-line; when the

#### GOODS SOLD OLD STAND,

Dundas street, London.  
February 8, 1869.

The largest man on record in modern times was Miles Darden, a native of North Carolina. He was seven feet and six inches high. At his death, in 1857, he weighed 1,000 pounds.

Woodstock, Feb. 11.—While Mr. M. was working at the bottom of a well, fixed Goodale yesterday, the stones came down, forming an arch at the depth of the well being 36 feet in depth. Many attempts and working all night, made the unfortunate man out between a this morning without being hurt. He was weak and numb after being in the water in two feet of water.

The suit of the British Government against Sharp's Rifle Company, of Hartford, Conn., for foreclosure of a mortgage, on account of default of contract by the latter, has been decided by the supreme Court in favor of England. It has been a long case, and involved about \$100,000. This time a British Colonel has been sent to New York to manage the case, at \$100 per day in gold, and the British while in attendance have had \$50 per day.

#### SALE REGISTER.

Thursday, Feb. 18.—Credit Sale of Stock, Implements, Hay, &c., on Lot No. 14, 3rd Concession, the property of Mr. Robert Little, Auctioneer.

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

#### BIRTHS.

At Unionville, on Wednesday, the wife of H. P. Crosby, Esq., had a daughter.

#### MARKHAM MARKET.

Wheat, Fall, per bushel.....	\$1.00
do Spring.....	1.00
Oats, per bushel.....	1.00
Potatoes, per bushel.....	1.00
Hay, per ton.....	1.00
Cheese, per lb.....	1.00
Butter, do.....	1.00
Eggs, per dozen.....	1.00

#### FLOUR.

Superior Extra, per brl.....	1.00
Extra Superfine do.....	1.00
Fancy do.....	1.00

#### TORONTO PRODUCE MARKET.

Fall Wheat, prime, per bushel..	\$1.00
Spring Wheat, per bushel.....	1.00
Barley, per bushel.....	1.00
Oats, per bushel.....	1.00
Peas, per bushel.....	1.00
Meat Pork.....	1.00
Potatoes per bush.....	1.00
Butter, fresh, per lb.....	1.00
Eggs, per dozen.....	1.00
Hay, per ton.....	1.00

#### Flour.

Per Barrel.....

#### New Advertisements