

The Narrow Gauge in Norway.

To the Editor of the Globe.

Sir,—Although Norway is visited in summer by a considerable number of English and American tourists, Canadians rarely make it part of an European trip. A short description of the route and the attractions may be of interest, as a preliminary, to the main subject of this letter.

After enjoying the friendly attentions of Messrs. Nordheimer and Rossin, in Hamburg, the railway was used to Kiel, and a steamer from thence to Corsor, in Denmark, from which a line of railway extends to Copenhagen, the capital. The latter is a fine city, of about 200,000 inhabitants. The museum of Thorwaldsen, the sculptor, is well worth a visit. It contains many original works of the great master, and casts from others (the originals) distributed all over Europe, from the basis of his world-wide reputation.

The steamer *Excellence* Toll is the means of communication between Copenhagen and Christiania. She is a very lively craft. If she cannot do her seventeen miles an hour, in a straight forward direction, the difference is made up in pitching and rolling. After calling at Gothenburg, in Sweden, and some places of minor importance, Christiania is reached at the close of the second day from Copenhagen.

This city is the capital of the country, and is situated at the head of one of the numerous fjords or inlets which communicate with the North Sea. Many of the buildings are of very good size and style, brick and wood being the ordinary materials for walls, and tiles for the roofs. The population is about 55,000 and it is comparatively a new city. In the port I counted between seventy and eighty sea-going vessels, that would average about five hundred tons each; and there were a large number of sloops and schooners, engaged in coasting and fishing. The foreign steam service consists of lines to London, Hull, Leith, Copenhagen, Kiel and Hamburg.

After settling myself at the Victoria Hotel, I called on C. Pihl, Esq., Government Engineer, to enquire as to the best points at which to examine the working of the narrow gauge system of railways? Not only was this information afforded with the greatest readiness, but he devoted three days to showing and explaining the peculiarities of the system. Taking a carriage, we drove to Drammen—a distance of 28 miles, and there stopped over night; the road being through a most beautiful country, the views embracing water, cultivated valley, wood and rocky heights constantly changing contour and proportion. Next morning, a special train conveyed us over the line from Drammen to Randsfjord—a distance of 56 miles, stopping at all points of interest to examine bridges, viaducts, cuttings, curves, and stations. About one-third of the line is constructed over a fairly favorable country; the other two-thirds is a very difficult piece of work, with extensive bridges, rock cuttings, clay cuttings, viaducts, curves, and gradients. The season at which I saw the line was one to test its qualities severely, the frost just leaving the ground; and I can say most emphatically, that, after riding over the railway system of thirteen countries since leaving Canada, in not one was there less oscillation and vibration than in this narrow gauge line. I was particularly anxious to learn the effect of snow on traffic, and saw myself the remains of very extensive snow banks; the universal testimony was that the locomotives were able to clear the line while doing their ordinary duty with trains, unless the snow was over four feet high, and in no case was communication interrupted for twenty-four hours.

This class of line has been continuously in operation in Norway since 1853. During the whole of that period, no accident has occurred to a passenger; and, while it would

Architect; Mr. Peterson, and other friends, who not only gave me every information, but maps, plans, descriptions and photographs, which will be open to the inspection of all interested on my return home.

In another letter will be given a description of the various works of the Drammen line, with their cost. Meantime, if any one in Canada intends to take a European tour, I would strongly recommend Norway as one of the most beautiful and instructive countries to be seen.

Yours respectfully,
R. W. ELLIOT.

Christiana, April 7th, 1869.

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.

New Store—G. H. Silvester.
Grace Church Services.
Musical—H. G. Collins.
Notices—E. Jones & Co.

THE 1864 Markham Economist.

MARKHAM, THURSDAY, MAY 13.

PLOWING MATCH AND SPRING FAIR.

The East Riding of York and Markham Agricultural Societies held their Plowing Match and Spring Fair at Richmond Hill, on Wednesday, the 5th inst. The day was one of those fine, balmy, rejuvenizing May days that give life and buoyancy to everything, animate and inanimate, and a very large assemblage of all classes gathered to witness the great contest of the yeomanry of Ontario for the liberal prizes offered for competition. Forty-five contestants entered to plow. The field south of the village, in which the first, third and fifth classes exhibited their skill, was in very good condition, excepting that it was a little too crispy; but the northern field, where the second and fourth classes plowed, was not so good, it being very stony and not very well soded. The plowing in all classes, everything considered, was exceedingly well done. The donations by the manufacturers was very large—the enterprising firm of Speight & Sons, of Markham, presented one of the finest of their celebrated waggons; and Mr. H. A. Massey, of Newcastle, presented a \$50 interest in one of his self-raking reapers, valued at \$130. We feel justly proud of the interest taken by the manufacturers of the eastern portion of this township—they having presented for prizes articles to the amount of \$160. The show of implements was fully as

Fourth do—Duncan McLean.....	10
Fifth do—John Morgan.....	7
THIRD CLASS.	
Judges—Same as first class.	
First Prize, Iron Plow, presented by Jas. Ley, Esq.—James Young.....	35
Second do, Cultivator, presented by Eakin & Stephenson—Jacob Dix.....	25
Third do, Saddle, Bridle and Martingale, presented by Geo. Digby, Esq.—John Paton.....	20
Fourth do, Purse presented by Gooderham & Worts—Thos. Maunders.....	10
Fifth do, Pair of Scotch Collars, presented by A. V. Buseck & Co.—Stephen Butler..	7

FOURTH CLASS.	
Judges—Same as second class.	
First Prize, Corn Crusher, presented by John Abell, Esq.—James McNair.....	20
Second do, Cast Beam Plow, presented by Eyer & Bro.—John Gillis.....	15
Third do, Geo. Weldrick.....	10
Fourth do, Souffler, presented by Patterson & Bro.—Edward Lane.....	5
Fifth do—Alex. Marsh.....	5

FIFTH CLASS (NOTE).	
Judges—Same as first class.	
First Prize, Set of Harness, presented by R. Malcolm, Esq.—Thos. Hood.....	50
Second do, Fanning Mill, presented by A. Wright, Esq., M.P.—John Kennedy.....	25
Third do, Pump, presented by F. Phillips, Esq.—Chas. Chapman.....	15
Fourth do—Albert Patch.....	5
Fifth do—John Weldrick.....	5

STALLIONS AND BULLS.	
BLOOD STALLIONS.	
Judges—E. Snider, Eglington, John Palmer, Markham, Jacob Hoover, Altona.	
First Prize—Joseph Grand.....	\$15
Second do—Newberry Button.....	10
Third do—H. Q. St. George.....	5

CARRIAGE OR ROADSTER STALLIONS.	
Judges—Same as Blood Stallions.	
First Prize—George Murray.....	15
Second do—Wm. Munshaw.....	10
Third do—James Cook.....	5

DRAFT STALLIONS.	
Judges—John Canning, Markham, John Crawford, Malvern, Wm. Wright, Richmond Hill.	
First Prize, Purse presented by Mr. Raymond—Simon Beatty.....	15
Second do—Donald McMurphy.....	10
Third do—James Stewart.....	5

GENERAL PURPOSE STALLIONS.	
First Prize, Purse presented by Mr. Velle—William Annis.....	20
Second do—R. T. Hawluk.....	10
Third do—Joseph Hunter.....	5

CATTLE.	
Judges—Geo. Graham, Markham, Henry Jennings, Victoria Square, W. Clarke, Ellesmere.	
DURHAM BULLS.	
First Prize—Robert Marsh.....	5
Second do—Edw. Sanderson.....	4
Third do—Geo. Weldrick.....	2

FARMING BULLS.	
First Prize—James Lawrie.....	5
Second do—James Patton.....	4

BAYON BULLS.	
First Prize—Thomas Armstrong.....	5
Second do—John Palmer.....	4

GRADE BULLS.	
First Prize—Wm. Boynton.....	5
Second do—Wm. Padget.....	4
Third do—James McNair.....	2

PRESENTATION TO THE REV. WM. BELT, A.M.

On Friday afternoon, the Rev. William Belt, Local Superintendent for the township of Scarborough, was presented with an address and purse containing \$81.90. The presentation took place in the school house of S. S. No. 6, at two o'clock, at which hour a number of trustees, teachers and others assembled. Mr. George Chester, Reeve, occupied the chair. W. D. Fitzpatrick, on

tion interrupted for twenty-four hours.

This class of line has been continuously in operation in Norway since 1853. During the whole of that period, no accident has occurred to a passenger; and, while it would be most unwise to leave out the officers in charge in awarding credit for this magnificent result, they could not have prevented loss, had the line been flimsy and unsafe.

The narrow gauge lines belong to the Government, and are not worked primarily for a dividend. They have, however, always been made to pay all working expenses, renewals, and a small interest, from a scale of fare and freight lower than any other system in the world. The first-class carriages have all the comfort of the English; but while the charge in England is about 3d. per mile first-class, in Norway it is only a penny for an English mile. In England the second-class fare is 2d. per mile—in Norway a half-penny.

The best proof of the estimation in which these lines are held, after having been most fully tested, is to be found in the fact that plans and estimates are now before the Parliament to construct 350 miles more as part of the systems now in operation, and that a company is vigorously at work collecting the necessary capital to construct a line from Christiania to Drammen.

While I was in Christiania, \$110,000 was voted by the city council in aid of the latter project.

To give some idea of the projected main line it may be stated that it attains an altitude of 6,000 feet above the sea, and will convey tourists to latitudes where at certain seasons the sun may be seen at midnight. By great economy and using the rolling stock now existing, this line is estimated to cost only \$9,000 per mile, and estimates have some value in Norway.

The Drammen line, which cost about \$1,150,000 to build, ran over the estimate \$9,000 only, caused by some extra work being added. There is no doubt felt by the friends of the new line, as to the vote being passed by a large majority. The opposition, however, complain of extravagance, and say that lighter rails would have answered every purpose.

The conditions under which railways have to work in Canada and Norway are much alike. There is the severe frost and heavy snow-fall; the sparse population and extensive territory; small passenger traffic and the bulk of the goods traffic, consisting of grain and lumber, runs one way, causing large haulage of empty carriages. There is one important difference, however, in Norway—the population is stationary or decreasing; while in Canada it is advancing very rapidly.

At one point of the line I saw a train of thirteen loaded cars drawn up an incline of one in sixty; there being a sharp curve at the same spot.

The points which appeared to me to be specially worthy of attention in connection with the narrow-gauge railways, were as follows:

- 1st. They have proved themselves thoroughly safe and efficient.
- 2nd. At very low tariffs, and with small traffic, they pay.
- 3rd. The cost of construction and maintenance is much less than broad gauge lines.
- 4th. This low cost is attained not only by the smaller amount of work required in construction, but by greater flexibility, so as to take advantage of the ground.
- 5th. They are specially adapted to countries with small population and large territory.

This letter is already long enough, but I cannot close it without expressing a deep sense of obligation to Mr. Pihl, Government Engineer; Mr. Christie, Surveyor-General; Mr. Bruff, of the Staff; Mr. Krolting, Manager of the Drammen line; Mr. Paul Due,

by the manufacturers of the eastern portion of this township—they having presented for prizes articles to the amount of \$160.

The show of implements was fully as good as is frequently seen at county fairs, although no prizes was offered for them. H. A. Massey, of Newcastle, exhibited a mower in addition to his self-raker. Messrs. Patterson Bro. exhibited their self-raking reapers. Messrs. Eyer Bro. exhibited their cast beam plows. Messrs. T. & G. Morgan their world-renowned cultivators. Mr. P. Philips his pump; and Messrs. G. Flint and M. Burkholder their several horse hay rakes.

The show of entire horses and bulls was very large, and the stock in every class very superior. There were twenty-eight entries of horses and eleven of bulls.

In blood horses, Ruric, owned by H. Q. St. George, appeared to attract the attention of the horse fanciers generally as being the best of his class exhibited; but the judges decided otherwise.

In draft horses, Simon Beattie's Conqueror stood decidedly first. Jas. Lawrie, Esq., exhibited a very fine colt; but the judges thought him too young to exhibit this season.

In General Purpose, it appeared to be quite difficult for the judges to finally decide which should receive the first prize, Little John, owned by Mr. Annis, or Bounce, owned by R. T. Hawkins. Public opinion was rather in favor of Bounce. They are both fine specimens of their class.

In bulls there were eleven entries, all very fine animals.

On the whole, the plowing match and fair may be considered one of the best held by these Societies. One pleasing feature of the day was, that notwithstanding the very large gathering, very few were under the influence of the "curse." As was anticipated, there was ample hotel accommodation for the vast concourse of people assembled, and all appeared satisfied with the day's proceedings. The following is the prize list:

FLOWING MATCH.

FIRST CLASS.

Judges—Major Stephenson, King, W. Clarke and W. Rennie, Markham.

First Prize, Full Mounted Farmer's Wagon, presented by Speight & Sons—George Morgan \$105.
Second do \$50, interest in a Self-Raking Reaper, presented by H. A. Massey, Esq., Newcastle—Adam Hood 50
Third do, purse presented by S. Rennie, Esq.—Andrew Hood 20
Fourth do—Wm. Miliken 15
Fifth do—John Coleman 10

SECOND CLASS.

Judges—Jas. Weir, Scarboro', Walter Dabiel Vaughan, and Jas. Hookney.

First Prize, Purse presented by Jas. Matcalle, Esq., M.P.—J. L. Patterson 50
Second do, Cultivator, presented by Thomas Sedman, Esq.—Thos. Cherry 25
Third do—Alex. Stewart 15

S. No. 6, at two o'clock, at which hour a number of trustees, teachers and others assembled. Mr. George Chester, Reeve, occupied the chair. W. D. Fitzpatrick, on behalf of the trustees and teachers, read the following address:

To the Rev. William Bell, M.A., Local Superintendent of Schools in the township of Scarboro'.

REV. AND DEAR SIR,—It is with feelings of the deepest regret we learn that you are about to remove to an adjoining county, as thereby we shall be deprived of your valuable and efficient services as Local Superintendent. In the discharge of your onerous duties during the whole period of your able Superintendency, you have always maintained that high reputation which must ever distinguish the scholar and the gentleman. The cause of education has always enlisted your warmest sympathies, and the rising generation will yet reflect with gratitude upon your zeal and energy in promoting the interests of education. Teachers have just cause to remember you with respect for your kindness and encouragement and the gentlemanly manner in which you have assisted them in the discharge of their arduous and responsible labors. Your many visits will also be affectionately remembered by the pupils, to whom you have endeared yourself by the gentle and kind manner in which you examined them in the various branches of their studies; neither will they soon forget the earnestness you manifested to impress upon their minds the necessity of close application to their duties and the strict observance of those laws—moral and religious—which are so essential in the formation of character. We would express our high appreciation of the energy and perseverance with which you have constantly advocated the advancement of education; and the marked improvement which has taken place in our schools and school houses during the last fifteen years cannot be separated from your faithful services. During your long residence amongst us, your conduct towards all classes of the community has exhibited kindness and generosity; your charity and benevolence are known to all; and those in sorrow and distress never applied to you in vain for aid and consolation. In consideration of your official labors in our midst, we think it a privilege to present you with this purse which you will please accept as a slight acknowledgement of the efficient manner in which you have discharged the functions of your office. Highly as you may appreciate this token of respect, we feel assured that the consciousness of having done your duty faithfully and well will be your richest consolation. We assure you that, on leaving Scarboro', you carry with you, not only the best wishes and sympathies of the patrons of education, but also the love and respect of the public general. In conclusion, we wish you every success in your new field of labor, and sincerely trust that you and your partner in life may be spared to enjoy many years of happiness and prosperity.

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not propose that extravagant sums should be subscribed by those unable to pay; but every one may take stock according to his ability. Not more than ten per cent. will be required to be paid down.—The whole stock will not be required before the road is completed and the cars running. This will give an opportunity for some who may desire it to take a small contract, or do such other work towards the building of the road as will enable them to pay up their stock without feeling it. As to the question, "Will the stock pay?" we can only answer, that according to the best calculation we can make, based upon the probable cost of the road and the traffic it is likely to get, the stock will pay a fair return; and, taking the prospectus as a guide—and we think it difficult to point out wherein it exaggerates the prospects—the stock will pay handsomely. But entirely apart from the stock paying directly, Markham and Scarboro' should have a director on the board, and that can only be done by taking shares. We will only add that Messrs. Worts and Laidlaw are expected to be present, and we hope to see a good meeting.

Sir John A. Macdonald, on Friday last, announced the determination of the Government to proceed with their banking scheme, whereupon Mr. McKenzie gave notice of moving an amendment to postpone the consideration of the measure for the present session. The Government must now back square out, or submit to the measure being defeated in the Senate, if not in the Commons. It is believed a majority of the

The Gormley committee reported that last time they saw him he was at Pat Mahan's; that Mrs. Mahan and Gormley could not agree; that the committee has no authority to remove him, but that he has taken the responsibility on himself.

"On Saturday night, we were running with a strong wind from the E. N. E. at a rate of seven miles an hour. We had a strong sea, but did not feel it much as we were running before it. At 1 a.m. on Sunday the barque *Zelus* came within hail distance under same sail and steering same course. She gradually went ahead of us as she sailed faster but when she about three or four times her own length ahead she was on the rocks. It being the time very thick and raining, the consequence was the next minute we were on the rocks, also with the sea making a cleavage over us. As we were the last to break up, I witnessed the last of the *Seal*. She was scarcely half an hour on the rocks when the main and mizen masts went overboard. The sea by this time was breaking mountain high, and she went to pieces. We next tried to launch a boat, when a very heavy sea broke on board, smashed the boat to pieces and washed us down to main deck, when we all got forward. The second mate's leg and ribs on the right side were broken, and seven more of crew's limbs broken. The weather was very cold. We then constructed a raft of deck planks as they were washed forward. Then the foremast went. We were fifteen souls clinging to the bowsprit; then with a short prayer, commending ourselves to the mercy of God, bowsprit went overboard with it. After I got to the surface, a man caught me by the legs and hauled under, by which means he raised him

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House shall determine. Sir John A. Macdonald then moved an adjournment. The House adjourned at midnight.—Globe, June 3

The Royal Canadian Bank.

A large number of shareholders of this bank, residents of Toronto, met in the Mechanics' Institute on Saturday evening, by invitation of one of their number, to consider what steps were best to be taken by them in the present circumstances. It was very evident from the manner in which the proceedings were commenced that the meeting had not been called in a spirit of friendliness towards the present direction. Mr. Ald. Manning, however, considering it his duty to be present, made several explanations, which had a most reassuring effect. The statements which he made went far to show that the present condition of the affairs of the bank is by no means a bad one. He detailed several of the causes which had led to its suspension. He showed that the drain of the bank's available resources was so great that the great strength of the bank was evidenced rather than its weakness, and said it was questionable if any bank in the country could have kept its doors open against so many adverse circumstances. He stated that it was the intention of the directors, as suggested by the *Leader*, to appoint a committee of investigation—some two or three gentlemen of repute and good standing—to examine into the state of the bank's affairs and make report of the result of their examination at the approaching annual meeting; and deprecated the appointing of local committees for any similar purpose. He also stated that the directors intended to act upon another suggestion thrown out in these columns, and apply to Parliament for a short Act to enable them, if it should be considered necessary, (which he did not think it would be,) to amalgamate with another bank, or sell out, or make such other disposition of the property of the bank as would prevent its being eaten up by the slow process of liquidation. After these explanations, a motion proposed by the Collector of Customs, approving of the determination of the directors to appoint a committee of investigation, was unanimously adopted.

Although but very little was said of the influences which had so prejudicially affected the bank, there was a very strong feeling of opposition manifested to Mr. Donald McDonald, and a vote of condemnation upon him would have been passed but that some of those present, who evidently had acquired full control of the meeting, deprecated any such course being taken. This is a matter which the shareholders will have in their own hands at the annual meeting, and they can then act as they see fit. A strong feeling of sympathy for Mr. Woodside, who, it was felt, had not been fairly dealt with by the Board, was evinced, and a determination to support him expressed.

The result of the meeting was, that those who were most dissatisfied when it commenced went away pleased with the explanations which had been given, and with the assurance that the directors would do all that could be done to secure as fully as possible the interests of every one connected with the bank.—*Leader*, May 31.

Arizona pays \$2 a dozen for eggs.

Europe employs 700,000 coal mines.

The population of San Francisco is 147,950.

Howard county, Mo., has the hog disease.

A Protestant paper is to be published in Seville.

Small-pox is visiting various villages in New York.

Iowa's fruit prospects are good, except for peaches.

The Mt. Cenis tunnel is to be finished by Jan 1, 1871.

Ex-Secretary Seward is going to California this

New Advertisements.

Fat cattle Wanted.

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

J. DOBIBSON
G. F. HAWKINS.

Markham, June 2, 1869. 654-1f

To Whom it May Concern.

I HEREBY give notice that I will not become responsible for any debts contracted in my name by any person, whether members of my family or otherwise, without a written order from me.

THOMAS NUTT.

Mongolia, June 2, 1869. 654-2p

Toronto and Nipissing Railway!



MEETING AT MARKHAM.

THE ratepayers of Markham are respectfully requested to meet the Directors of the Toronto and Nipissing Railway.

ON SATURDAY, THE 5th JUNE, 1869,

AT TWO O'CLOCK P.M.

At the Court Room, Markham village, to consider important Railway business. By order,

CHAS. ROBERTSON,

Sec. T. & N. R. Co.

Markham, June 2, 1869. 654-1

2,600 Barrels Pure Grape Wine.

48 SILVER MEDALS, Diplomas and First Prizes, awarded by Agricultural Associations, within the last eleven years.

PRICE, \$1.50 PER GALLON.

20 per cent. discount to Wholesale Dealers. Five Gallons and Keg (sample) will be sent on receipt of \$7, in Registered Letter.

Address

W. W. KITCHEN,

Vine Grower,

Grimaby, Ont.

TERMS CASH.

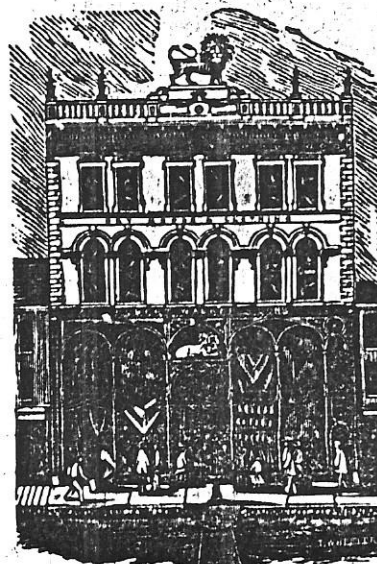
N. B.—Also, in their season, 500,000 choice Grape Vines, at prices below competition.

Grimaby, June 3, 1869. 654-1f

WHO WANTS A

PARASOL OR DRESS?

Let them come to the



GOLDEN LION!

And they will find some Cheap Lines. We have been able, FOR COST, to secure

current bushes, fruit trees and plants.

Use it early in spring, and you will save money, and disappointment.

PRICE 25 CENTS PER PACKAGE.

Prepared in Canada only by:

HUGH MILLER & CO.,
167 King St. East, Toronto.

English Paints and Oils.

We have received a very large stock of Blue & Spencer's

PURE WHITE LEAD

Which we will sell cheaper than any other in the trade.

HUGH MILLER & CO.

Medical Hall,

187 King street East, Toronto.

May 5, 1869. 65

Agents Wanted—\$10 a Day.

TWO \$10 MAPS FOR \$1.

Lloyd's Patent Revolving Double Map

Two Continents, America and Europe, and Asia with the United States portion on a immense scale. Colored in 4,000 Counties.

THESE great Maps, now just completed 6 inches large, show every place of importance all Railroads to date, and the latest a toration the various European States. These maps needed in every school and family in the they occupy the space of one Map, and by of the Reverser, either side can be thrown and any part brought level to the eye. C Rights and large discount given to good Apply for Circulars, Terms, and send for and see Sample Maps first, if not sold back on demand. Also ready a \$25,000 steel plate illustrated subscription book, "De the discoverer of the Mississippi River."

J. T. LLOYD,

28 Cortlandt street, N.

652

For Sale.

THE undersigned offers for sale a six year beautiful brown Gelding, raised by his 16½ hands high, broad chest and well developed, good life, good to work, and per gentle.

JACOB BARAKEY

7th Con. Pickering, May 19, 1869. 65

Notice.

THE undersigned beg to notify the public they are prepared to do Custom Work common castings, in the best of style, at Markham Bell Foundry.

A constant supply of Bells as usual. Give a call.

L. JONES & CO.

Markham, May 12, 1869. 65

BOWMAN'S MILLS, ALMIRA

Grist Mill & Woolen Factory

THE subscriber, having purchased the Mills and fitted them up in a superior manner, begs leave to intimate to the inhabitants Markham and surrounding townships that now prepared to do

CARDING, SPINNING, WEAVING

DYEING, CLOTH DRESSING, &c., AND

Gristing in a Superior Manner and at Reasonable Prices.

Having added to the Carding Machines Barring Machines, and made all necessary repairs, the subscriber hopes to give good satisfaction. Parties wishing to have their wool manufactured from the fleece can have it made into any kind of cloth or flannel.

YARN DYED IN ANY COLOR.

Parties coming from a distance can have wool carded or grist ground while waiting.

Cash for Wool or Cloth given in Exchange.

ERAL BLACKSMITHING,

reasonable terms. Particular attention
giving. A first rate

riage Trimmer

ON HAND.

Warranted

WM. STEEL.

Main St. Uxbridge

TO

ning Mills!

s, Blinds, Mouldings &c., kept
on the shortest notice.

d and Grooved

nber Kiln Dried if required.
nd, or furnished to order.

CARPENTERS

air own interests by patronis-
Please call and examine
ewhere and note
prices

pwards. Sash from 5cts. per
n Blinds, 40cts. per foot.

JOHNSTON BROWN.

1-11

GES,

WAGONS.

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on to announce that he has
at Uxbridge, where will be
and other Vehicles of his

North Quarter

of Lot 16 in the 8th concession of Reach
in the County of Ontario.

The above lands will be sold cheap for
cash; or time will be given on payment
of a reasonable sum down.

And now that the construction of the

TORONTO & NIPISSING

Railway is no longer a matter of doubt—
in order to encourage and promote enter-
prise and build up the Village of Ux-
bridge, and extend her Manufacturing
and Commercial interests,—the follow-
ing property will be sold to such parties
only; as may be considered capable and
willing to improve it to the best advan-
tage for the good of the place.

—:0:—

MILL SITE

The best water power in the Village,
with 22½ acres of land, being the west
end of lots 31 and 32 in the 7th conces-
sion of Uxbridge, commanding the water
of all streams running into the Village,—
an excellent site for a

FOUNDRY & MACHINE SHOP

on a large scale—capable of manufactur-
ing all the machinery required in this
part of the country; or would run any
other mill or factory equally well.

VILLAGE PROPERTY.

Business Stands—Lot 12 in block H,
being in the centre of the Town in an

Go to Thompson's for
anything in the Hard-
ware line. One door
south of the Town
Hall—Main Street
Uxbridge Village.

Ux Jo 9th June 69

Uxbridge Tannery, Uxbr

—:0:—

S. PARISH, MANUFACTURER OF SOLS,

GRAIN AND

HARNESS LEATH

Also superior French and Canadian Calf-skins. A
Leather made to order. Cash paid for Sheep-skins.

All kinds of Shoemaker's findings constantly on

Uxbridge, June 9th '69.

JUST AS CHEA



J. & W. McGuire, makes as Good and as

FURNITURE IN UXBRIDGE VILLAGE

as can be got elsewhere

ance man. But whether that will help his election is doubtful. He comes out as a Reformer; but whether he will get the united Reform vote remains to be seen.

THE TORONTO AND NIPISSING RAILWAY

Meeting at Markham.

On Saturday last, a deputation of the Provisional Directors and shareholders of the Toronto and Nipissing Railway, comprising Messrs. J. G. Worts, Osler, Merrick, Spratt, Laidlaw, Dickey, J. Leys, F. W. McMaster, J. E. Smith and Dr. Wright, came from Toronto to attend a meeting convened in the Court House in this village, for the purpose of affording the inhabitants of the village and township an opportunity to take stock in the Toronto and Nipissing Railway.

Notwithstanding the unfavorable character of the weather, there were about two hundred and fifty persons present, including some of the leading men of the township. Among those present we noticed, Messrs. H. P. Crosby, M.P.P., Jas. Robinson, Messrs. H. P. Crosby, W. Plummer, Col. Button, A. Barker, C. Reesor, J. Speight, Dr. Freeland and others.

Mr. Jas. Robinson, Reeve, was elected Chairman, and opened the meeting by stating that its object was to allow the deputation from Toronto to make some explanations concerning the stock of the T. & N.R.R., and to afford those present, an opportunity to invest therein, if they saw fit to do so. He had much pleasure in introducing to the meeting,

Ald. Dickey, who was received with applause, and said that the position of this railway scheme had been altered so much for the better since he had last addressed a meeting in that apartment about eighteen months since, that he regarded the present as a sort of triumphal gathering. (Applause.) The farmers had done their duty in one respect by agitating for the railway, and he now asked them to strengthen the position of their friends in Toronto, who had taken stock in the road to the amount of \$151,000, by coming forward and taking stock liberally. There was no analogy between this road and other railroad enterprises with which they were familiar, for this road was intended for the benefit of the people, and it was intended that the people should have the control of it. (Hear, hear.) When they asked the townships for a bonus, they believed that it was a paying enterprise, and he now felt confident that those who invested in the road would reap a reasonable profit therefrom. The speaker referred to Mr. Elliott's opinion of the narrow gauge roads in Sweden, and upon the strength of what he had seen there, he (Mr. Elliott) had taken \$5,000 worth of stock in the Toronto and Nipissing railroad. In less than two months they would have the engineers of the road going through their country, closely followed by the wielders of the pick and shovel, the presence of whom would cause an expenditure of money among the people of Markham. (Hear, hear.) The people of Toronto did not ask those of Markham to do that which the people of Toronto were afraid to do themselves, for there were gentlemen present in the room from Toronto who had taken up from \$15,000 to \$25,000 worth of Nipissing stock, which was a sufficient guarantee that they would not allow the road to be mismanaged. He trusted that they would come forward promptly and liberally, according to their means, and help to hasten the consummation of this enterprise. (Applause.)

Mr. F. W. McMaster felt proud of the

he meant what he said. He was prepared to take stock himself. The merchants of Toronto, though many of them had suffered recent losses, nevertheless had responded nobly as a general rule; but unfortunately there were in Toronto, as elsewhere, many wealthy men of the dog in the manger disposition, who refused to give one cent towards the construction of this road. But the road would go on without them, and even in spite of their opposition; and it was not the desire of the Directors that large capitalists should put immense sums into the investment, and thereby control the road to the detriment of the lesser shareholders. (Hear, hear.) He felt that if it had not been for Mr. Geo. Laidlaw the project would never have reached its present advanced stage, and he thought it was the duty of the people of Markham to back Mr. Laidlaw and his friends. (Applause.)

Mr. H. P. Crosby did not expect to be called upon to address the meeting, and thought it would be a waste of time for him to address them at any length, particularly as the previous speakers had dealt with the question in almost every conceivable light. He would just remark that it was to the interest of the people of Markham to take stock in this road, because they would then have a voice in the management of the road, which would otherwise be solely controlled by men living at a distance, and having no interest in common with the Markham farmers. He sympathized with the promoters of the scheme, and would like to see it succeed. (Applause.)

Col. Button, would not detain the meeting two minutes, as he regarded it as a business meeting, and the business was to take stock in the Nipissing Road. (Hear, hear.) He would recommend all present to take stock in the road, and advised the meeting to go to business. (Laughter and applause.)

Mr. J. E. Smith said that the people of Markham were as much interested in the success of the road, in proportion to their numbers, as the citizens of Toronto. The capitalists of the city of Toronto did not wish to absorb this stock themselves, and the Provisional Directors called this meeting in order that the people who had voted the bonus of \$30,000 should have a chance to derive a benefit from their bonus, by taking stock in the road. (Loud applause.)

Mr. Spratt felt great pleasure in meeting such a large body of the yeomanry of Markham, because he had been a veritable farmer himself, and would speak from experience touching the merits of a good road, be it a gravel or a rail road. They should bear in mind that though they did not feel the want of this road as much as some of their neighbours, it was their duty not only to themselves but to those farmers who lived seventy or eighty miles farther back to encourage and sustain this project. There was sufficient stock subscribed to organize the Company, and if the people throughout the country would take the stock offered to them the road would be built all the easier and sooner. (Hear, hear.)

Dr. Wright did not feel disposed to occupy their time further as the day was wearing. The road, as Mr. Worts had said, would be built under any circumstances; but if the people of Markham would subscribe to the stock promptly, they would thereby facilitate the building of the road very much. This was his view of the case; and taking all the facts into consideration, he felt confident that the Toronto and Nipissing Railway stock would prove a paying investment. (Hear, hear.)

Mr. Merrick had listened very attentively to the remarks of the previous speakers, and he fully endorsed every argument which they had adduced. It was known that the Northern Railway paid a dividend upon its stock, and that road had cost \$27,000 per mile. What then he would ask, might be expected from this road, which would be built so much more cheaply and economically. He could not sit down without paying a fitting tribute to the energy and self-denial of Mr. George Laidlaw, who sought

There is no possible way by which any village can so readily be raised to the proportions of a town than by the landholders in such village offering every inducement to manufacturers, either by giving them a site at a nominal price, or otherwise encouraging them to locate. This fact is illustrated fully in the case of the establishment of the Joseph Hall Machine Works at Oshawa. We clip the following interesting description of the town of Oshawa and the Joseph Hall Works from the Toronto Telegraph of May the 27th:

"The present prosperity of the place may be attributed in a great degree to the far-seeing wisdom of those who, some few years since, owned a large portion of the village property. A neighboring town was about that time visited by some American capitalists anxious to engage in the manufacture of agricultural implements in Canada. As soon as their errand became known, the wiseacres of this model sleepy hollow jumped the price of all available lands to a preposterous figure, thus, by their selfish greed, driving away an interest that would in five years have doubled their population. The property-holders of Oshawa, possessing more common sense, not only lowered the price of their land, but also tendered a remittance of taxation for a certain number of years. This liberal offer was at once accepted, and the consequence has shown itself in a population more than quadrupled in number, an enormous rise in the value of real estate, and the general prosperity of every other local interest.

"Since the advent of the first enterprise, many others have been attracted to the place, till at the present time, the busy hum of labor resounds on every hand, converting what was once a quiet country village, into a hive of human industry, echoing with the sounds of advancing civilization.

"The Pioneer Manufacturing establishment at Oshawa, is the one we propose to commence our sketches with. This establishment is known throughout the length and breadth of Canada, as the 'Joseph Hall Machine Works,' F. W. Glen, President.

"This establishment does not confine itself to any particular article of manufacture, but is engaged largely in the making of all descriptions of general machinery. The works are, however, better known to the general public as the headquarters from which issue forth every year hundreds of improved agricultural implements. In this particular branch the name and fame of the Joseph Hall works is both widely known and justly popular.

"These works have a frontage of 400 feet, and cover nearly five acres of ground. The machine shop proper is built upon the centre of the premises, and extends back for a distance of 250 feet—the largest building of its kind in the Dominion. The ground floor of this extensive structure is divided by partition walls into two separate departments, and used respectively for the following description of work—1st, preparing the iron used in the manufacture of all classes of agricultural machinery; the second and largest portion for the manufacture of general machinery, portable and stationary steam engines and boilers, gang, circular and muley saws, floating mill machinery, Leflie's celebrated double turbine water wheel, Norman's patent mill stone dressing machines, Washington, hand, and Gordon power presses, and the Taylor cylinder press, iron planers, drilling machines, and a variety of other work, embracing everything in the line of general machinery and iron castings. (The printing presses made at these works, several of which are running in this office are in every way equal to the imported article.) Walking through this portion of the building the non-mechanical mind is mystified with the surroundings.

superior excellence, factored at money value present build hundred and is but a single mous genera "At the factory, we were shown ditions soon ings, thus what is air features of 1 foot up 300 ployment all ment of em ing regular later an am of Oshawa the most pr country. W marks, also, do justice to without con enterprise t mous trade, prior to the ment, it wa United Sta ebo the p still increa Machine W gic and Glen, Esq.

From a Oshawa ha in size, and generally of the cele ing Comp employed the place life—a to \$75,000 Capital establish many of Nipissing probably such me or any of tablish a and busi they can thereby

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which the people of Toronto were afraid to do themselves, for there were gentlemen present in the room from Toronto who had taken up from \$15,000 to \$25,000 worth of Nipissing stock, which was a sufficient guarantee that they would not allow the road to be mismanaged. He trusted that they would come forward promptly and liberally, according to their means, and help to hasten the consummation of this enterprise. (Applause.)

Mr. F. W. McMaster felt proud of the position which the friends of that road had succeeded in achieving; and it caused him great regret that Mr. Elliott, the gentleman referred to by the last speaker, was not present to relate to the meeting personally his knowledge of the workings of the narrow gauge roads in Europe. It gave him great pleasure to be able to state that the Chief Engineer, Messrs. Fox and Christie, had been telegraphed for, and a subordinate engineer had been set to work on the northern end of the road. (Hear, hear.) He would not detain the meeting by making a lengthy speech, but would give way to other gentlemen, who had made the enterprise their study ever since its inception.

Mr. Worts was received with loud applause, and said that the presence of such a large and influential meeting caused him great pleasure, and he was glad that he came to the meeting, despite the inclemency of the weather. To begin with, he wished them to understand that the road was going on, no matter whether the people of Markham took stock in it or not. (Applause.) The people of Markham had done their duty collectively by voting the bonus for \$30,000, and it was now necessary that they should do it individually, by taking stock in the road liberally, according to their means. He asked them if the Directors of the road had not fulfilled every promise that they made, and now he promised them that if they would give a helping hand, he could ride from Toronto to Markham before twelve months, inside of an hour, behind a narrow-gauge locomotive. (Loud applause.) It took forty cents per bushel to carry grain from the township of Brock to Whitby, while it only took fifteen cents per bushel to bring grain from Chicago to Toronto; and all this difference in favor of the American farmers, as against the Brock farmers, was created by the existence of railways. (Hear, hear.) He had never held any official position in the Company; but he very recently had the honor of sending a telegram to an eminent English engineer to come out to take charge of the road, and to bring with him a Norwegian engineer to assist, and these gentlemen, he had no doubt, would soon be on the way to this country. If the proper sort of Directors were elected, there was no doubt that the Government would give the required sections of land to carry the road back as far as Lake Nipissing, and then the shareholders would own a road 200 miles long, and that, perhaps, in less than five years. This road would open up a country that would not otherwise be opened up during the lives of the present generation, and he trusted that the farmers of Markham would see the necessity of being connected with an enterprise which would affect their interests so much. (Applause.)

Mr. Barker said that the citizens of Toronto having shown their faith in the project, they now came before the inhabitants of Markham and asked them to do likewise. He had been assured, and he had perfect faith in the assurance, that this stock would pay a dividend of ten per cent, and if it only paid eight it would be a profitable investment. It was quite evident that if every road paid, this road must pay, and declare a dividend the first year after its completion. The speaker proceeded to dwell upon the advantages of narrow-gauge roads, as shown by their working in Norway and Sweden. He was perfectly convinced of the value of this scheme, that he would not occupy their time any longer, but would urge those who had money to invest to show their faith in the undertaking by taking stock according to their means, and to show that

the remarks of the previous speakers, and he fully endorsed every argument which they had adduced. It was known that the Northern Railway paid a dividend upon its stock, and that road had cost \$27,000 per mile. What then he would ask, might be expected from this road, which would be built so much more cheaply and economically. He could not sit down without paying a fitting tribute to the energy and self-denial of Mr. George Laidlaw, who sought no honor or benefit for himself, but was always forthcoming when there was work to be done. (Loud applause.)

Mr. George Laidlaw was requested to speak, but he refused, on the ground that it was time to begin stock-taking. The stock-book was then opened, and several gentlemen stepped forward and put down their names for various sums amounting in all to \$4,100.

Mr. John Reesor looked upon this as merely a beginning, and felt confident that if a thorough canvass of the township was made, the sum subscribed would be very largely augmented. He therefore moved that Messrs. Jas. Robinson, Col. Button, A. Barker, C. Reesor and James Speight should be a committee to solicit further contributions of stock and to collect and transmit to Messrs. Pellat & Osler, of Toronto, the first payment of ten per cent upon the stock subscribed.

Mr. Flumerfelt seconded this resolution, which was carried unanimously.

On motion of Mr. Barker, seconded by Mr. Crosby, a vote of thanks was tendered to the Toronto Deputation, for the satisfactory exposition of the affairs of the road, which they had given to the meeting.

Mr. Geo. Laidlaw briefly acknowledged the compliment on behalf of the deputation, and thanked the people of Markham for the handsome manner in which they had responded to the appeals of the promoters of the scheme, and for the promises of further assistance which they had given.

After a vote of thanks to the Chairman had been passed, and cheers given for the Toronto and Nipissing Railway, the meeting dissolved.

Meeting at Stouffville.

A large and influential meeting of the inhabitants of Stouffville and neighborhood was held at F. Chinn's hotel, on Tuesday last, for the purpose of affording parties who wished to do so an opportunity to take stock.

Geo. Flint, Esq., was elected chairman. Messrs. McMaster and Dickey, of Toronto, and Mr. E. Wheeler, of Stouffville, addressed the meeting very effectively. Considerably over \$2,000 stock was taken, and an efficient committee appointed to solicit further contributions of stock, and collect and transmit to Messrs. Pellat & Osler the first payment of ten per cent of the stock subscribed. Messrs. Wheeler, E. White, T. J. Duggan, R. C. Lloyd and Geo. Flint to compose this committee.

H. Piper's House Furnishing Establishment.

We would remind our readers that Hiram Piper's House Furnishing Establishment, 33 Yonge Street, Toronto, is one of the oldest and most reliable houses of the kind in Canada. A general stock is kept constantly on hand. See advertisement.

Look out for the Canadian, American and European weeklies and monthlies.

to be offered for sale at the Economist office on Saturday next; also, a well selected stock of stationary will be opened on that day.

wheel, Norman's patent mill stone dressing machines, Washington, hand, and Gordon power presses, and the Taylor cylinder press, iron planers, drilling machines, and a variety of other work, embracing everything in the line of general machinery and iron castings. (The printing presses made at these works, several of which are running in this office are in every way equal to the imported article). Walking through this portion of the building the non-mechanical mind is mystified with the surrounding. Overhead revolve the main shafts, with the numberless wheels and gliding bands. They are the representative influence of a seventy-five horse-power engine—the motive strength of everything around. To us the intended uses of these huge planes is anything but plain. Neither could we be drilled into understanding the lucid explanations vouchsafed us respecting drills and screw cutters. We did, however, appreciate the knock-down arguments of some mammoth steam hammers, the echo of whose persuasion fevered through the building. We could also appreciate the clipping qualities of the shears, whose hungry maw went through with ease huge bars and rods of iron. There was a collection of other mechanical apparatus, the names of which would in no way be intelligible to the general reader.

"Passing to the upper floor we find it also divided into two departments, one for preparing the wood-work of the different machines built, and the second is a general paint shop. None but the very best seasoned wood is used; immense quantities of the different kinds of lumber required being kept on hand for two or three years before it is considered fit to work up. The system adhered to guarantees a superior excellence in the manufactured article. The third and last floor of the main building is devoted to the making and storing of wooden patterns. Piled up on every hand are hundreds of large and small wooden models, representing the various kinds of work turned out by this firm since their commencement. Returning to the second floor, we traverse a tramway, at an elevation of 15 feet above the yard, and forming a link of communication with another extensive building, where the different machines are fitted together, after which operation they pass below to the ground floor, and receive their last finishing touch at the hands of the painters. Returning to the east portion of the yard, we find a group of buildings, comprising boiler, blacksmith's and moulding shops. Our visit to the last was not a lengthy one. Our exit was not at a dignified pace; clouds of sulphurous smoke are not the sweetest of perfumes. Fine, and brawny-chested artisans are these moulders, human salamanders seen through the steaming cloud that envelops everything. These bearers of molten fire brought to the mind thoughts decidedly infernal, added to the sight-seeing part of the business; and, as if to intensify the mystery of one's surroundings, incessant explosions greeted the ear, making one feel decidedly anxious to quit. Such was the opinion of a friend standing by, who, at the first discharge, elevated his feet in the air, and made tracks for the exterior. His exit was unceremonious.

"Next in order came the dressing-house, a three minute visit to the interior of which is sufficient to start the perspiration from every face. A Turkish Bath is in comparison cold comfort. This basking process is administered to all lumber used in the factory, thus rendering impossible any after-shrinkage or warpage. Travelling on through the various large yards surrounding the different workshops, viewing the enormous quantity of lumber piled up on every hand, and the different storage sheds crammed with finished work, ready for shipment to different parts of the Dominion, the visitor begins to appreciate the size and importance of the works. The orders for the past year alone, in mowing and reaping machines, foot up to twelve hundred in number, a convincing

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commenced dosing the soup; but as the sauce did not flow very freely, he took out the cork, at the same time observing to his friend.

'Kinder close folks yer stopin' with to put such a plaguy little hole in that, to prevent a feller's takin' much of the stuff, I 'spose it comes high, don't it?'

During the time he poured nearly a wine-glass full into his soup; and taking his spoon he dipped it full, together with several peppers, and put it in his mouth. The next instant he spurted the contents of his spoon across the table into a French gentleman's bosom, and bawled out,

'Water! water! snakes and wildcats, give me some water! I'm all afire!'

'By gar, sir!' exclaimed the Frenchman, in a rage, jumping up from the table, 'you have spoiled my shirt, my vest, sair! Spoil everything, sair! By gar, I shall see about this, sair!'

In the meantime, the Hoosier had seized a pitcher containing water, and taken a tremendous draught. Setting down the pitcher he eyed the Frenchman for a moment, and then yelled,

'Confound yer old shirt! 'Spose I was goin' to burn my in'ards out for you or yer shirt, yer mean cuss! Come down to the boat, and I'll give you one of mine.'

It was with difficulty the Hoosier's friend could allay the Frenchman's rage and set matters straight again. But ever after 'spiced vinegar' was a by-word, and sufficient to set the whole table in a roar.

THE UXBRIDGE JOURNAL

Wednesday Morning, June 16th 1869.

THE TORONTO AND NIPISSING RAILWAY.

THIS Enterprise which has been pushed forward since its inception, with so much zeal and enthusiasm by its friends in Toronto and elsewhere, now occupies a place in the affections of the people that no similar one ever before occupied. The Bonuses granted by the various Townships along the proposed line indicate how strongly the people feel on the subject, and speak volumes in their favour, shewing beyond dubitation, that the enterprise commended itself to their judgment; and we feel satisfied they will never regret their noble liberality in granting the bonuses they did. The Citizens of the City of Toronto, in addition to granting a bonus of \$150,000, have come forward and taken Stock to the amount of \$155,000. This proves how the people of Toronto feel in the matter.

In the rural districts, upwards of \$19.

and every move made, not only by the people of the City of Toronto, but by those along the line; and none but an enemy to the road can assert anything else.—The prospects of its early commencement and speedy completion are of the most assuring kind; and we can congratulate our readers on the fact that the time is not far distant when they will be able to reach the City of Toronto in two or three hours, do their business and return the same day.

Temperance Party.

We understand that the Sons of Temperance and Good Templars intend having a grand party on Dominion day.

Parties making donations to the North Ontario Ploughing Match, will please do so through the Secretary, John Christie, Esqr., Manchester.

Almost a Fire.

On Friday last our usually quiet town was aroused by the alarm of fire. At about five o'clock in the afternoon, the flames were seen to issue from the west end of Mr. St. John's Hotel; but assistance being at hand they were soon brought under subjection without much damage being done. The fire originated through a defective chimney.

Evidently, one-tenth of the fires originate from this same cause. It is strange that people can be so careless—not only of their own safety—but that of their neighbours, as to allow the want of a few bricks, to endanger property in this manner.

The Swiss Bell Ringers Coming to Uxbridge!

The *Montreal Herald*, in their closing notice of the celebrated Alleghanians, Vocalists, and Swiss Bell Ringers, who are to appear here on Thursday evening, June 24th, at the Ontario Hall, says: "This company had a very large audience on Saturday evening in St. Patrick's Hall. Mr. Galloway took wonderfully in his songs, exciting roars of laughter. The "Twins" also brought into play all the risible faculties of which the audience was possessed. Miss Jenner and Mr. Galloway were immense in the "Apology." "Auld Robin Gray" earned for Miss Jenner a round of well merited plaudits; she is really what we may term the "Queen of Song." "Scots wha hae," and "Auld Lang Syne," played on the bells, awakened in the minds of the Gaels and the Lowlanders many pleasing associations in connection with the "home of Wallace." The Bell Ringers start on their grand tour to-day, where their fame, which has preceded them, will, no doubt, secure them large audiences."

The *Presbyterian Witness* (Halfax N. S.) says:

"Their entertainment is interesting and novel, as well as high-toned and refined."

Having had the pleasure of attending one of this Company's Concerts during the past winter, do not hesitate in saving

Moved by Mr. Gould, sec. by Mr. Feasby, that the By-Law just read first time, be now read a second time and that the Council go into committee of the whole thereon.

Mr. Feasby in the chair.

Committee rose, reported the By-Law as amended.

Report received and adopted.

Moved by Mr. Gould, sec. by Mr. Feasby, that the Clerk be, and is hereby instructed to take immediate steps to have the By-Law for the purpose of altering Bascom St., in the Village of Uxbridge, advertised according to law Carried.

Moved by Mr. Todd, sec. by Mr. Feasby, that the Reeve issue his order on the Treasurer, in favor of Mr. Gemlo for the sum of \$12.00 for flour furnished to Jane and Eliza Miller, indigent persons. Carried.

Moved by Mr. Todd, sec. by Mr. Feasby, that the offer of John Perkins, Esq., for a certain road allowance around the hill in 2nd Con., on Lot 25 in the 1st Con.; and also his offer of a certain road allowance on the south limit of said Lot—east half—each road allowance to be 3 rods in width, be accepted. Carried.

Moved by Mr. Brander, sec. by Mr. Feasby, for leave to introduce a By-Law for the purpose of appointing certain Township Officers; and that the same be now read a first time. Carried.

Moved by Mr. Brander, sec. by Mr. Feasby, that the By-Law now read a first time, be now read a second time, and the Council resolve into committee of the whole thereon. Carried.

Mr. Gould in the chair.

Committee rose, reported the By-Law as amended.

Report received and adopted.

Moved by Mr. Brander, sec. by Mr. Feasby, that the By-Law just read a second time, be now read a third time, and passed; and the Reeve do sign the same, and attach the seal of the Corporation thereto; and that it become a By-Law for the purpose therein mentioned. Carried.

Moved by Mr. Gould, sec. by Mr. Brander, that the Clerk be, and is hereby instructed to notify the Road Commissioners of the Village of Uxbridge to collect the commutation money from all men in the Village, liable to do Statute Labor—not on the assessment roll. Carried.

On motion of Mr. Todd, sec. by Mr. Feasby, the Clerk was instructed to communicate with John Shier, P. L. S., or some other competent Surveyor, with a view to surveying certain new roads in the 1st Con., on Lot 25; and to refer such Surveyor to Messrs. Todd and Lehman for instruction.

Moved by Mr. Feasby, sec. by Mr. Gould, that the Treasurer be, and is hereby authorized to pay the commutation money to the orders of the road

Ux Do

16th June 1869

how the people of Toronto feel in the matter.

In the rural districts, upwards of \$19,000 of Stock has been subscribed; and the Books are not yet closed, and we have every reason to believe that large additions will be made thereto in the course of a very short time. Already more than enough Stock has been subscribed to organize the Company and commence operations. The Surveyors will be on the route in a few days, and the actual work will be commenced with as little delay as possible.

It is to be regretted however, that some people are so constituted that they must find fault with, and grumble at everything they are not the leaders of—yet such is the fact. It has been asserted by some, belonging to this class, with the view as it appears, of deterring people living north of this, from taking Stock in the Road, that the Road will be built no farther than Uxbridge Village, and there remain for a number of years before it is completed. Now, this is a palpable absurdity; and it is really astonishing that any one could be found simple enough to give credence to such a statement. Yet there are some who believe, or pretend to believe, and are acting on that belief.

However, we can assure all such that the work on the Road will be commenced simultaneously all along the line; that it never was, nor is it now, intended to build the road no farther than Uxbridge for a number of years, but it is the intention, and determination to build the whole line at once. The trade of the North East is too important an item, and the promoters of the scheme too sensible to adopt the course predicted, even if the people of Uxbridge desired it; but Uxbridge desires nothing of the kind—they want the whole line completed, and to that end have the energies of the people been directed. Its construction is too important to this Village, for its leading men to be influenced by such narrow-mindedness as these Croakers allege. They are governed by higher principles, and would scorn to act in the manner asserted—"The road from Toronto to Cobocok" is the motto, and for that purpose Uxbridge has granted \$50,000 of a bonus, and taken \$10,000 more in Stock. Away then with such clap trap, and shame to the promulgators of it. The road is required—the people demand it—the people have voted and subscribed the money, and are able, and willing to pay it; and shall two or three Cranky individuals be allowed to thwart so important an undertaking by such a "Cock and Bull" story? Let Capitalists come forward and take Stock, and shew these fault finders—these Constitutional grumblers, that they, at least, will not be deterred by any artful story they may see fit to concoct and circulate. If the Capitalists of Brock and the rear Townships will do as well in taking Stock as they did in granting Bonuses, the

Having had the pleasure of attending one of this Company's Concerts during the past winter, do not hesitate in saying it was the best entertainment of the kind we ever heard, and do with pleasure advise our citizens to go and hear them.

A few reserved seats will be for sale at Geo. Bruce's Book Store, on the day of the Concert.

Uxbridge Council.

Annand's Hotel,
Friday, June 11. '69.

Council met pursuant to adjournment.

Reeve in the chair.

Members all present.

Minutes of previous meeting read and approved.

A communication from John Shier, P. L. S., in answer to Township Clerk, stating that he would attend to the survey, and report at the next meeting of the Council; and also stating through sickness, that he has been unable to make the survey on the 8th Con;

Also from Dr. Hillary, for medicine for J. Kelly, an Indigent person.

Moved by Mr. I. J. Gould, sec. by J. B. Feasby, that the Reeve be instructed to issue his order on the Treasurer in favour of Dr. Hillary to the amount of \$5.00, for medicine furnished to Francis Kelly, an Indigent person. Carried.

Application from J. Jones, through the Reeve, for \$15.00 opposite Lot 27 in the 6th Con.

Application from G. Hopkins, personally, for a further grant on the town-line of Pickering, opposite the 6th Con.

Application from S. Sherrard, through Mr Brander, for the sum of \$25.00, on the side-line between 15 and 16.

Moved by Mr. Gould, sec. by J. B. Feasby, that the Clerk be, and is hereby instructed to notify the Road Commissioner, to advertise and sell by Public Auction—without delay—the Timber on the side-line, between Lots 20 and 21, from the centre of the 7th Con., to the town-line of Reach, and report to this Council. Carried.

Moved by Mr. Gould, sec. by J. B. Feasby, that the Clerk be, and is hereby instructed to notify Mr. Wm. Hamilton, that the Council intend opening the side-line between Lots 25 and 26, in the 6th Concession of this Township, at present in his possession. Carried.

A report from Special Committee with regard to purchasing a new road, crossing the Premises of Mr. Perkins, Pickering, and Marsh, was read.

Application in person from Brian Linton, an Indigent person, for the sum of \$4.00

Moved by Mr. Brander, sec. by J. B. Feasby, that the Reeve issue his order on the Treasurer in favor of Brian Linton, for \$4.00. Carried.

Moved by Mr. Gould, sec. by Mr. Feasby, that leave be granted to introduce a By-Law to alter and make narrower the Street known as Bascom St., in the Village of Uxbridge.

Gould, that the Treasurer be, and is hereby authorized to pay the commutation money to the orders of the road commissioners of the Village of Uxbridge, out of the funds, to be returned when collected. Carried.

Moved by Mr. Brander, sec. by Mr. Feasby, that Mr. T. Todd be, and is hereby authorized to negotiate with Matthew Udell, in reference to a certain road on the south Town-line side, of the west half of Lot 25 in the 1st Con.; and also to offer him the sum of \$125.00 for said road, 3 rods wide. Carried.

Moved by Mr. Todd, sec. by Mr. Feasby, that the Clerk be, and is hereby instructed to notify Wm. Gemlo to grant no more relief to Jane and Eliza Miller, until further instructions. Carried.

On motion of Mr. Feasby, sec. by Mr. Todd, the Council adjourned until Thursday, July 15th, then to meet at Armitage's Hotel, Stouffville road.—Carried.

North Ontario Agl. Society:

Scott's Hotel Prince
Albert, June 12th

On Friday last, the Directors of the above Society met at Prince Albert for the purpose of transacting their business as follows:

President in the chair.

Moved by R. Spears, seconded by Geo. Thompson that the Secretary draft a Petition to be signed by this Board to the County Council—at its next Session praying that the usual Grant be made to the Agl. Societies of this County; and that the petition be placed in the hands of the President for presentation. Carried.

Moved by J. Christie, seconded by D. Carmichael, that the petition to the County Council, now presented, be adopted and signed by the President, Office-bearers and Directors, and entrusted to the President for presentation. Carried.

A Communication from T. Todd, Secretary, Uxbridge Agl. Society, to the N. O. Agl. S., with reference to merging their funds with those of said Society, for the purpose of holding a fair sometime in the fall of '69 at the Village of Uxbridge, was read.

Moved by Mr. Todd, seconded by Mr. Spears that the notice received from the Township of Uxbridge Agricultural Society in reference to merging their funds for the purpose of holding a fair in the Village of Uxbridge, be, and is hereby accepted. Carried.

Moved by Mr. Scott, seconded by Mr. Spears that this Society pay all printing accounts contracted by the Uxbridge Agl. Society since the last annual meeting to date. Carried.

Mr. Spears then introduced Messrs. Chapman, Gemlo, Jones and Todd, Directors of the Uxbridge Agl. Society, who took their seats at the Board, to work in conjunction with the County Board till after the fall fair.

On motion of Mr. Scott, seconded by

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in the Road that the Road will be built no further than Uxbridge Village, and there remain for a number of years before it is completed. Now, this is a palpable absurdity; and it is really astonishing that any one could be found simple enough to give credence to such a statement. Yet there are some who believe, or pretend to believe, and are acting on that belief.

However, we can assure all such that the work on the Road will be commenced simultaneously all along the line; that it never was, nor is it now, intended to build the road no farther than Uxbridge for a number of years, but it is the intention, and determination to build the whole line at once. The trade of the North East is too important an item, and the promoters of the scheme too sensible to adopt the course predicted, even if the people of Uxbridge desired it; but Uxbridge desires nothing of the kind—they want the whole line completed, and to that end have the energies of the people been directed. Its construction is too important to this Village, for its leading men to be influenced by such narrow-mindedness as these Croakers allege. They are governed by higher principles, and would scorn to act in the manner asserted—"The road from Toronto to Cobocok" is the motto, and for that purpose Uxbridge has granted \$50,000 of a bonus, and taken \$10,000 more in Stock. Away then with such clap trap, and shame to the promulgators of it. The road is required—the people demand it—the people have voted and subscribed the money, and are able and willing to pay it; and shall two or three Cranky individuals be allowed to thwart so important an undertaking by such a "Cock and Bull" story? Let Capitalists come forward and take Stock, and shew these fault finders—these Constitutional grumblers, that they, at least, will not be deterred by any artful story they may see fit to concoct and circulate. If the Capitalists of Brock and the rear Townships will do as well in taking Stock as they did in granting Bonuses, the Road could not by any conceivable possibility be stopped this side of its proposed destination, Cobocok. To accomplish this, every step has been taken.

make the survey on the 8th Con;

Also from Dr. Hillary, for medicine for J. Kelly, an Indigent person.

Moved by Mr. I. J. Gould, sec. by J. B. Feasby, that the Reeve be instructed to issue his order on the Treasurer in favour of Dr. Hillary to the amount of \$5.00, for medicine furnished to Francis Kelly, an Indigent person. Carried.

Application from J. Jones, through the Reeve, for \$15.00 opposite Lot 27 in the 6th Con.

Application from G. Hopkins, personally, for a further grant on the town-line of Pickering, opposite the 6th Con.

Application from S. Sherrard, through Mr Brander, for the sum of \$25.00, on the side-line between 15 and 16.

Moved by Mr. Gould, sec. by J. B. Feasby, that the Clerk be, and is hereby instructed to notify the Road Commissioner, to advertise and sell by Public Auction—without delay—the Timber on the side-line, between Lots 20 and 21, from the centre of the 7th Con., to the town-line of Reach, and report to this Council. Carried.

Moved by Mr. Gould, sec. by J. B. Feasby, that the Clerk be, and is hereby instructed to notify Mr. Wm. Hamilton, that the Council intend opening the side-line between Lots 25 and 26, in the 6th Concession of this Township, at present in his possession. Carried.

A report from Special Committee with regard to purchasing a new road, crossing the premises of Mr. Perkins, Pickering, and Marsh, was read.

Application in person from Brian Linton, an Indigent person, for the sum of \$4.00

Moved by Mr. Brander, sec. by J. B. Feasby, that the Reeve issue his order on the Treasurer in favor of Brian Linton, for \$4.00. Carried.

Moved by Mr. Gould, sec. by Mr. Feasby, that leave be granted to introduce a By-Law to alter and make narrower the Street known as Bascom St., in the Village of Uxbridge, and to vest the part taken off said Street in the parties owning the land on the west side of said Street; and that the same be now read a first time. Carried.

Scott's Hotel Prince }
Albert, June 12th }

On Friday last, the Directors of the above Society met at Prince Albert for the purpose of transacting their business as follows:

President in the chair.

Moved by R. Spears, seconded by Geo. Thompson that the Secretary draft a Petition to be signed by this Board to the County Council—at its next Session praying that the usual Grant be made to the Agl. Societies of this County; and that the petition be placed in the hands of the President for presentation. Carried.

Moved by J. Christie, seconded by D. Carmichael, that the petition to the County Council, now presented, be adopted and signed by the President, Office-bearers and Directors, and entrusted to the President for presentation. Carried.

A Communication from T. Todd, Secretary, Uxbridge Agl. Society, to the N. O. Agl. S., with reference to merging their funds with those of said Society, for the purpose of holding a fair sometime in the fall of '69 at the Village of Uxbridge, was read.

Moved by Mr. Todd, seconded by Mr. Spears that the notice received from the Township of Uxbridge Agricultural Society in reference to merging their funds for the purpose of holding a fair in the Village of Uxbridge, be, and is hereby accepted. Carried.

Moved by Mr. Scott, seconded by Mr. Spears that this Society pay all printing accounts contracted by the Uxbridge Agl. Society since the last annual meeting to date. Carried.

Mr. Spears then introduced Messrs. Chapman, Gemlo, Jones and Todd, Directors of the Uxbridge Agl. Society, who took their seats at the Board, to work in conjunction with the County Board till after the fall fair.

On motion of Mr. Scott, seconded by Mr. Marsh, the Board resolved itself into committee of the whole for the purpose of preparing the prize lists for the County fair and Plowing match.

First Vice President in the chair.

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character, as well as in personal comfort. We regret your departure; but as circumstances over which you have no control call you from amongst us, be assured of our grateful remembrance and best wishes for your prosperity. And now, when about to bid you good-bye, allow me, on behalf of the Class, to put into your hand this purse, which conveys only a faint token of our esteem.

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MY DEAR YOUNG FRIENDS.—I must say I feel grateful to you for this expression of your kindly feeling toward me—this token of your appreciation of my unworthy labors among you in connection with the Bible Class. Having been previously connected with Bible Classes, I had learned to prize them as a means highly useful in the acquisition of Biblical knowledge. And for the sake of my own improvement in this direction, as well as for the good of the young people of this congregation, I was desirous of its organization, and I am sure that if the lessons which we have enjoyed together have been the means of the same amount of good to you that they have been to me, we have been amply repaid for the time thus employed. I do covet for myself a more extended knowledge of the word of God. I love the precious Bible. It is heaven's gift to show to men the way of salvation. It tells us of God and of Christ, of man's origin and of man's destiny; that there is a heaven to gain and a hell to shun; and these tremendous truths we must have been ignorant of, had not God in his goodness given us the Bible. You observe in the complimentary address you have just read, that "religion is a necessary element in true greatness of character, as well as in personal comfort." This is very true. Apart from religion there is no true greatness of character; without it man is grovelling and earthly, sensual and devilish. But when the truths of God take hold of him, they lift him from the "mire clay" and transform him into the image of the heavenly; they make him a child of God and an heir of a glorious immortality.

In taking leave of you as a Bible Class in whose spiritual welfare I feel the deepest interest, "I commend you to God and to the word of His grace," which is able to build you up and to give you an inheritance among all them which are sanctified. And I pray that God may bless you more and more, and that when, in the case of each of us, the weary wheels of life stand still, and we enter into the silent land, we may be prepared—being attired in the garb of holiness, which is the true habiliment of heaven—to enter in to the marriage supper of the Lamb.

several addresses will be delivered by eminent speakers. Tickets—adults 25 cts; children 15. The proceeds are to be applied towards liquidating the debt of the church. We hope the attendance will be large and the contributors liberal.

The Toronto and Nipissing Railway.

Mr. W. F. McMaster and Ald. Dickey returned on Saturday from their trip along the line of this railway. They addressed several meetings and obtained subscriptions of stock to the amount of \$25,000. They are satisfied that, through the instrumentality of the committees appointed on the several places visited, a considerable amount more of stock will be taken up along the route of the railway.—*Leader, June 14.*

At a meeting of the Board of Directors held last evening, the staffs of two further sections were appointed, embracing that from Woodville to Uxbridge, and from Uxbridge into the city. The whole of the line may now be said to be under survey.—*Globe, June 16.*

Green River.

We would call the attention of all classes of our Markham and Pickering readers to the advertisement of Messrs. E. J. & J. H. Smith, of Green River. They are prepared to sell the reaper to cut the grain, the most perfect reaper to thresh it, and finally, to pay you the highest price for the wheat. They are doing a good business in mill and store. Call and examine their stock.

Markham Union Lodge No. 87, A.F. and A. Masons.

The members of the above Lodge will meet at the Lodge Room, Markham, on Friday next, the 18th inst., for election of officers and other business. A full attendance is requested by the W. M.

Another House Enticed.

Some person or persons entered the dwelling of Mr. David Wisner, Lot 17, in the 7th Con. Markham, on Tuesday night, and took a silver watch, valued at \$15, without disturbing the inmates. Mr. Wisner's coat being in the same room from which the watch was taken, and in the pocket of the coat there was a considerable sum of money, which was not disturbed. A milkhouse adjoining the house was also entered, and bread and milk taken therefrom.

The Russian church at Sitka, Alaska Territory, was recently robbed of a copy of the Bible richly studded with valuable stones, jewels, and other ornaments altogether said to be worth \$20,000.

those present, mostly ship carpenters, did so expressing themselves greatly dissatisfied with their change. Their principal grounds of objection were that they were obliged to do work to which they were not accustomed; that they were liable to be discharged at any time, and could not depend upon finding work throughout the winter. They also expected more wages than they were getting. They expressed their opinions very strongly to the effect that skilled mechanics had better remain home as they would find it impossible to procure employment of the same kind to which they had been accustomed. It was admitted by all who spoke that labourers, or those who were willing to accept any situation that offered, and to do farm work, had no difficulty in finding employment at good wages. They universally admitted that themselves and families had received every kindness and attention from Mr. Donaldson, Emigration Agent.

Mr. Donaldson stated in explanation, that seeing that such an unusual number of ship carpenters and other mechanics had lately arrived, it was not to be wondered at if they all failed to find employment in the particular branches to which they had been accustomed. He had been thirty-six years in the country, and had yet to see the man who, if steady and persevering, did not succeed; and that they must expect to rough it a little for the first month or two, until they got acquainted with the ways of the country. Those present were but a small proportion in number to those who had obtained work at good wages at various points throughout the Province.

Mr. Corry said he was convinced from what he had seen, that it was a mistake to send skilled mechanics to this country. And on his return he should represent to the Committee that the class required here were agricultural and other laborers. He stated that pauperism was on the increase London to a frightful extent. There were now 136,000 paupers in London. Hundreds of thousands were not earning four shillings a day, and these were the class to send out. 400 to 500 families were waiting to be sent out. He was going to visit other points throughout the Province, where the emigrants had gone, and on his return to England, in a few weeks, he should make strong representations to the Committee not to send any more skilled mechanics; but to confine their benevolent exertions to the class who were not certain of making four shillings a day. For others to emigrate was a mistake, unless they possessed capital. After a vote of thanks to Mr. Donaldson and Mr. Corry, the meeting broke up.—*Telegraph, June 13.*

Four boys, the oldest seven and the youngest about two, sons of Mr. Patrick Ryan, township of Haldimand, were poisoned on the 28th ult., by eating "roadstools" on the roadside. One a boy about five years old, died; and the others recovered with difficulty.

Patrick Buckley, so long confined in jail at Ottawa, on suspicion of being an accomplice in the murder of Hon. D'Arcy McGee, has become insane, and been placed in the lunatic asylum.

A Texas exchange says *The Southern Enterprise* comes wrapped up in \$30 coupons attached to \$1,000 Confederate bonds, due in 1867.

plimentary to the world-renowned Albanians, Vocalists and Swiss Bell Ringers, who appear at Ontario Hall, on Thursday Evening, June 24th. It says:

"They are all talented and gifted performers, and a high and blessed mission is theirs, going from city to city and from village to village, speaking to the great heart of humanity—now in the stirring notes of high and noble song, and again in the sweet and sobbing strains of beauty—they are ministers of good, reaping in fields which the same truth, dressed in sterner garb, would leave sheaveless."

The Surveyors for the Toronto and Nipissing Railway commenced operations this morning at Uxbridge. This really looks like business.

Owing to a pressure of business at home, we were not able to remain and get all the County Council proceedings; but will give the balance next week.

The Board of Directors for the North Ontario Agricultural Society will meet at Annand's Hotel Uxbridge Village, on Saturday next, 26th inst.

The inhabitants of Sandford are to have a grand time on Dominion Day in the shape of a Sabbath School Festival. Those who will do themselves the honor of going will get a rare treat.—See Posters.

needs; the debentures being readily paid at the said bank, and are now being held there for redemption. At the present session of the Council it will be necessary either to provide for payment of the debentures or otherwise make provision for their renewal. These debentures were originally issued for the benefit of the townships of Man and Rama, Reach, and the town of Whitby.

I am happy to report that at this date all county rates due by the minor municipalities to the county have been paid—a desirable position not hitherto attained in the management of the county affairs for many years.

The Warden next briefly referred to the most important duties of the Council the present session; embracing the equalization of the assessment rolls, striking the county rates, &c. Referring to the equalization of the assessment roll, he said:—I trust the subject will be approached in a fair and candid manner, with but one object in view—that of acting justly to the whole county. And in fixing the amount to be raised for county purposes, while it is desirable to use all due economy compatible with the interests of the county, it may not, nevertheless, be wisdom on the part of the council to strike the rate so low as to force the council into the borrowing system and accommodation from the Banks, hitherto pursued—a system, in my opinion, contrary to the spirit and letter of the Municipal law.

The Warden next called attention to the late changes in the Assessment Act,

dog tax.

DIGBY'S LICENSE.

On motion of Mr. White, the petition praying for remission of the license of Digby, Jr., was read.

EDUCATION.

On motion of Mr. Dryden, the name of Mr. Bates was added to the standing committee on education.

THE COMMITTEE ON EQUALIZATION.

Mr. Fairbank's notice of motion on this subject having been called up, the resolution passed. The result of the ballot was declared to be in favour of Messrs. Brown, Fairbanks, Gillespie, McRae, Robinson, Smith, (Scott,) and Wheeler. Messrs. Fairbanks and Sexton, scrutineers.

WARDEN'S ADDRESS REFERRED.

On motion of Mr. Brown, seconded by Mr. Thwaite, the Warden's address, delivered on yesterday, was referred to the standing committee on Finance and Assessment.

THE DOG TAX.

On motion of Mr. Robinson, seconded by Mr. McRae, the memorial of the township of Thorah, praying for a repeal of the dog tax was referred to a special committee, consisting of Messrs. Gillespie, Fairbanks and the mover, to report the present session.

REACH BY-LAW.

Mr. Major seconded by Mr. Bates, obtained leave to introduce a By-law to confirm By-law 456 of the township of Reach. The By-law received a first and second reading.

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