

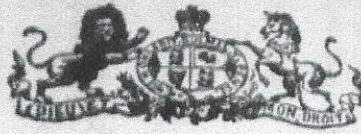
ships of Fruser, McKay, and Peta. As the lands in these townships are almost entirely unfit for settlement we do not think it necessary to go upon the regulations, as few will be found to avail themselves of the kind invitations to locate a farm. The chief ingredients are stone and pebbles. When we first became aware of the Government of Ontario intending us to have the benefit of the Free and Homestead Act of 1868, we were under the impression that the land meant would be all the unsold land in the neighboring townships. As our impressions may still prove to be wrong, and we would suggest that there be no half measures, but throw the whole of the unsold lands to the first settler, and the Free Grants to be mythical, as the lands now are. We think there must be a mistake in the matter, and we will soon be rectified, and the Free Grants be made to include all lands lying unsold in the county.

MATURE INTERMENT.—A terrible reported from Agen, and attested by a doctor, and by the Directeur des Funebres, shows that fears of a premature burial in France are not unfounded, in consequence of the law mandating interment within 24 hours of death. A young lady of Agen died a year ago, and was buried in the cemetery of Sainte Foi. A few days since she also expired, having before death expressed a wish to repose in the coffin with her daughter. A coffin was accordingly constructed to contain the two corpses, and the body of the young lady was exhumed. It was discovered that the winding-sheet was torn open, and the right hand, which was disengaged from its folds, was marked with bites. On the lid of the coffin were some marks made with a pen which lay on her breast, and the circumstances of the case left no doubt that the unfortunate young lady had been a victim to the horrors of premature burial. Intense excitement was in the neighborhood, and an inquiry is to be made on the subject. —*London Times.*

Penitentiary convicts may save money by disposing of their own property. The Kingston News states that in the lock and moulding in the Penitentiary, Mr. Evans, a convict between one and two hundred dollars, for whose labor he pays the amount forty cents a day for each day. His superintendent, an intelligent generous American, gives these convicts a daily task, which is general-ly at or before noon every day, the time of the day belonging to the convict. The unemployed time is allowed the superintendent to be occupied by the convicts in doing extra work for which work they receive extra pay. The rate Mr. Evans pays the convicts is their wages, and places the same to the credit of the respective convicts—to be paid to them on their release.

12-41

J. Craig, Brock Road,
8th con. of Scott.



NOTICE.

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

JOHN LEYS,

Solicitor, Toronto and Nipissing R. Co.
Toronto, Aug. 24th 1869. 13-6w

Toronto and Nipissing Railway.

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

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

Plans and Specifications can be seen at the Company's Office, corner Bay and Front streets Toronto, on and after 20th September; and Tenders will be opened 11th October.

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

JAMES GRAHAM,

Secretary T. & N. R. Co.

Toronto, Sept. 15th 1869. 15-3w

FARM FOR SALE.

THE Subscriber will offer for sale by Public

Auction,

on lots No. five in the Township hereby open

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Second. The between the at the seven links Concession of the above thence sou on the said Fifty-three lowance for of Uxbridge road shall and the li Numbers T shall be th

2nd. The road herein and third, an conveyed as the same are abolished; al lowances for veyed to the hereinafter p

3rd. That pality be, and empowered to by deed or d his hand, with Municipality ing portions road hereinaf lowing pers ment of the l the above op that is to say

First. That allowance for bers Twenty-f mencing at the and Ninety li said Concession to the centre o taining four ac less; and the the first and rear of lot Nur ing two acres kins, the own Number Twen

Second. The

UxJo
6 Oct
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Was her will made?

It was. Apparently she had expected me, on the day she herself appointed; and on my non-arrival in the only train that stops, she sent for the village lawyer, made her will, and left all her property to the orphan asylum in Seneca Falls, with a few bitter words to the effect that the neglect of her only living nephew had induced her, on the spur of the moment, to alter her original intention of leaving it to him. She died the very next morning.

Oh, Frank, how much was it?

Ten thousand dollars.

There was a moment or two of silence, and then Mr. Chickery added, composedly:

You see, Fanny, how much that missing button has cost me!

Fanny Chickery sat like one condemned, by the utterance of her own conscience. Not alone the one missing button; but the scores—nay, hundreds—of trifling omissions, forgetfulnesses, and postponements which made her life one endless endeavour to 'catch up' with the transpiring present, seemed to present themselves before her mind's eye. What would this end in? Was not the present lesson sufficiently momentous to teach her to train herself in a different school?

She rose, and came to her husband's side, laying one tremulous hand on his shoulders.

There shall be no more missing buttons, my love, she said earnestly.

He comprehended all that she left unsaid, and silently pressed the little hand in his own; and not a word was said more than this upon the subject.

But it was not forgotten. Fanny Chickery set herself resolutely to work to uproot the rank weeds growing in the garden of her life. And she succeeded, as we all may do when we resolve to do a wise thing.

THE UXBRIDGE JOURNAL

Wednesday Morning, Oct. 13th, 1869.

NIPISSING.

Our late article on the Nipissing and its enemies, has called forth from the *Standard*, another column on his favorite topic, in which he has exhausted his vocabulary of sarcasm, in endeavoring to heap ridicule upon that project. To this innocent amusement on the part of our contemporary, we have not the slightest objection. Our scheme may afford a fit subject for laughter to any one who has sufficient sense to know where the laugh comes in; but to those whose happiness is dependent upon its obstruction or defeat, the time to laugh has not yet come.

We cannot however, on our own part

Uxbridge, nor was any such proposition ever made to them by the Directors, yet they went into the scheme with a patriotic desire to benefit the back townships as well as themselves; but had they been possessed of the same selfish spirit as characterizes the people of that other terminus, they would have been found using every influence with the directors to prevent the building of the road beyond them.

For the benefit of those, whom, figures alone will convince, we might easily show, that if the design of the Directors was to go no farther than Uxbridge, the rear townships need not be troubled about giving their bonuses, as the Board have in their hand already, sufficient money, to build the line to that point; thus:—

Stock.....	\$200,000
Toronto Bonus.....	150,000
Scarboro ".....	10,000
Markham ".....	30,000
Uxbridge ".....	50,000
Scott ".....	10,000
Total.....	\$450,000

When to this table we add that the distance in round numbers from Scarboro to Uxbridge is 30 miles, and the cost of building and equipping the line \$15,000 per mile, we think it will be a convincing proof that the Directors intend faithfully to redeem the promises they have given, that they will build the line, as rapidly as possible, with no prospective stopping place short of Cobocouk.

Mr. Gillespie, as we understand it, does not propose to withhold the bonus, he simply desires to secure the building of the railway through Brock, and when it is shown, that that is safe, he will come forward at once, and redeem the pledge which the people of Brock gave at the polls.

So satisfied are the directors of this, that they propose to break ground on the line, at Cannington, on Saturday next, Oct. 16th.

The place has been chosen as accessible to all parts of the line, and the representatives of all the municipalities interested have been invited to be present.

Hon. John S. McDonald will add interest to the occasion by his presence, and many will expect that in accordance with the time-honored custom of Her Majesty's Ministers foreshadowing the policy of the Government at banquets &c., that the Attorney General may give us on that occasion, some clue to the measures to be brought forward at the rapidly approaching session of the Legislature of Ontario.

In conclusion we might add that the Chief Engineer has been over the road from end to end, and has found the route very favorable as a whole. Improvements in grade have been found practi-

Manuring Irrigated Fields.

The Southern corresponding editor of the "Rural New Yorker" has an interesting letter from San Saba, Western Texas, describing land and farming in that region, and asking information in reference to the use of bones and manures on irrigated fields, which will bear discussion in the Agricultural Press. Speaking of articles on irrigation from this pen in the "Rural," my correspondent says: "I believe you hold that spring water is a fertilizer; and as I have been irrigating for several years from twenty to seventy-five acres from a large spring which pays me well, I think if I knew what manures to apply it would pay me much better." His crops are on an average of twenty bushels of wheat, fifty of corn and two hundred of sweet potatoes per acre, with "rough cultivation and no manure." He adds, "Thousands of bones are scattered over the country, which might be collected with little trouble," and asks, "Would it pay to let the water run over the land when the crops are not growing?"

As running water is found by experiment to dissolve the bones of a horse or ox in a few months, they might be carried into the soil in irrigating water very cheaply, if placed in ditches and gutters for the purpose. All dead animals, flesh and bones together, may be dissolved in running water, and made to fatten a pasture, meadow or grain field as available plant food. An excavation where a dead cow or mule is laid should be made so that moving water will cover the carcass, with weights upon it, and thereby absorb all gasses, and prevent any offensive smell in the surrounding atmosphere. The whole surface of a field is a true "earth closet," which spring water can be made to feed indefinitely. Mr. Mechi, of England, liquefies his stable manure in large tanks, and the manure is distributed by steam power through iron pipes that extend over the whole farm in cultivation. Water being at once a universal solvent, and indispensable to all vegetable growth, its use with "liquefied manure" gives the farmer perhaps the highest attainable power over profitable production.

It often takes years for lumps of solid manure, carted into a field, to become thoroughly incorporated with the soil; but extract at once the natural strength of the dung-heap with water, and in a liquid state the distribution of the fertilizing atoms by proper irrigation is made very cheaply, and in the most perfect way imaginable. Irrigation in Southern Texas, New Mexico, Utah, California, Colorado, and other parts of the United States which are just coming into notice, will lead to great improvements in the application of manure in all parts of our extended Republic.

Speaking of San Saba Valley, our correspondent says that "nearly all the valley land can be irrigated by the San Saba River and its tributaries, and bought at from one to two dollars per acre. The

The Indiana Saturday night appalling scene in that city on this account we

The greatest which opened a combination of calculated to be remembered era in the history of chemical science appalling calamity our lot to recover forth, armed with phrenalia of strife for the right or pared for the instance the with the sudden from a cloudless the marriage fi not even the occurred to great Exhibiti within the end selves to the them being gat ater or forming time track, were being ex ties were at loud report like piece of artille shook the amp halls to their the direction trial of speed previously, th an immense cinders puff missiles and human bodies with the shrie and the groan apprehension women scream surged to and ed under foot the scene of t ful sight was of the surr human bodies tion some of than shredder without form still palpitat and fragment every hand, ed up the pced from the of persons sli or simply were seen wi faces, crawling sight was on Strong men looked on th ed sadly aw to recover fr made by the something li

Ux Jo

13th Oct 1869

We cannot however, on our own part, forbear a smile at the simulated indignation, with which the Editor challenges us to produce a single paragraph from his paper, hostile to the undertaking:—Surely the writer while penning that part of his article, must have been entirely oblivious to all the rest. No friend of the scheme could expect a more bitter spirit of opposition than characterizes the article from beginning to end; though it might be difficult to find in any *Standard*, a paragraph which offered any real obstruction to our enterprise, so apparent have been the selfish motives, that lurked beneath the words.*

It is not therefore with the expectation of settling the doubts of those who are determined to suck the last drop of comfort from the pleasure of doubting, nor of silencing such cavillers as would say, "the whole survey may be a ruse, a deep laid scheme to filch the money from the people of Brock," that we lay before our readers the true reason for the petition to Parliament for an amendment to the charter.

The amendment to the charter is sought, for the simple reason, that as it now stands, the miles upon which the Bonus money is to be spent, *pro-rata*, must be numbered *consecutively* from Toronto, while it is proposed to commence building the road from Scarborough on the Grand Trunk. If therefore the act is not amended, it will cause the locking up of a considerable sum to no good purpose whatever. This then is the enigma which has so bothered the brains of our contemporary, and which after turning from side to side, presents him with no better solution than that which he gives to his readers in the following sage conclusions:—"What in the name of common sense," says he, "do they want with an act of Parliament, such as they seek, if they have the capital necessary to complete their projected work?" "Their policy is either silly or mean—the former, if they do not need the money to expend on the first few miles of the road; the latter if they do." We leave the new found Solomon to settle the grave question which he has propounded, according to the wisdom he has already shown; but we are sure that the townships which are really interested in the line and are anxious for its success, will at once see, that the connection with the Grand Trunk, by taking off nine of the most expensive miles to be built, makes their position much better, and strengthens the Company for the remaining distance.

From Toronto to the hubbear of an Ux-

very favorable as a whole. Improvements in grade have been found practicable in several localities, and will be adopted in location.

The worst spot on the line was after crossing the Beaver Creek in this township, and that has been considerably improved.

Scott Agricultural Exhibition.

The Fall Exhibition of the Scott Agl. Society will be held at Sandford, on Thursday, Oct. 14th.

New Hardware Establishment.

Mr. D. McKenzie has opened out a new and extensive stock of Stoves, Tinware, &c., which he is prepared to sell at prices to suit all purchasers. Give him a call:—See advertisement in this issue.

Who wants Money.

It may be seen by reference to our advertising columns, that James Holden Esqr., Whitby, is now prepared to loan any amount of money on good Farm Property, at reasonable rates.

Church Anniversary.

The friends of Providence Church in the 4th Con. of Scott, intend holding a Church Anniversary on Monday, Oct. 25th. Several prominent Speakers will be present.—See Posters.

The Uxbridge Mills.

Mr. Wheeler is now prepared to do any amount of gristing at the shortest notice.—See advertisement in this issue.

Credit Sales.

The property of Martin Hogarth, Esq., Lot No. 1, 5th Concession of Scott, consisting of Farm Stock, Implements, &c., will be sold on the 25th day of October.—See Posters.

The property of James Murray, Esq., Lot No. 27, 3rd Con. of Scott, consisting of Farm Stock, Implements, &c., will be sold on Saturday, Nov. 6th, 1869.

A New Dry Goods Store.

Mr. S. Schoenlank has just opened out an extensive stock of Dry Goods, &c., which he offers very cheap for Cash. Give him a call.—See advertisement in this issue.

The Dominion House.

We would call the attention of our readers to Mr. Fawcett's new advertisement in this issue.

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We have just received the first number of the *Planet*, a weekly journal, by H. Adams, at Embro, which makes a very creditable appearance indeed.

CROPS AT RED RIVER.—We are happy to state that the grain crop has never put forth a better appearance in this Colony than it has this season. The grain is remarkably plump, and almost entirely free from rust. So round and full is the grain that one individual, in examining it, declared that it looked more like peas than wheat. It is esti-

valley land can be irrigated by the Saba River and its tributaries, and bought at from one to two dollars per acre. The back land, covered with as fine grass as you ever saw, can be had at from fifteen to twenty-five cents per acre, and plenty of fencing material, such as cedar, rock oak, elm, &c."

Stock raising is not profitable at present prices. Our correspondent bought one hundred yearlings for one hundred and twenty-five bushels of corn, worth sixty-five cents a bushel. They have not suffered for rain this season, and their corn crop is made. The estimated yield this year for the whole county, upland and bottom, is forty bushels per acre. It is a limestone district, with rather an excess of calcareous matter in the soil, although adapted to wheat, corn, oats, grass and all Southern staples. The Indians are sometimes troublesome, while the market for all farm products is too distant for much profit on agricultural industry.

A Slaver Captured with 236 Natives on Board.

A British sailor writes from Aden:—

"We have been cruising about the coast of Arabia for the last seventy days, in search of slavers principally. Our boats away up and down the coasts and bays, sixty miles distant, and ourselves chasing and boarding the slavers in sight; one hundred and forty-four dhows were stopped and boarded, and I began to despair of ever taking a slaver again (*i. e.*, a dhow laden with slaves), when on the 26th of May, at 1 p. m., our cutter went after a fellow, which, with a long glass I watched intently; she was only 14' in sight, and swept in shore in the shallows. We made all preparation to prevent their escaping, both by land and sea, and already she had landed fifty of her crew and slaves. This was a fatal mistake they made; the cutter was upon them almost instantly, turning one of the coves, and she made a dash at the dhow without the necessity of waiting for supports to come up, and carried her without a loss. The Arabs on shore began firing behind rocks, but it was to late—their forces were divided, and the Snider overhead soon brought them to. The dhow was a slaver with 236 slaves—a tremendous haul. She had a broad-side gun with slugs to polish off our boat at night, and her crew were of the Zoorg tribe, and bound to fight with plenty ball and cartridge. She fell an easy prey, and it has considerably rejoiced all hands after the hard work we have had, and under which we were all rapidly getting played out. I am now on my road to Aden to land our dark friends; from there we go to Seychelles, then to Zanzibar, the Mozambique, and will be (*p. v.*) at Bombay about the end of November next."

The culture of tobacco in Ireland is advocated by the journals of that country. Restrictions on the cultivation of this plant were enacted by the English Parliament in 1661, when a penalty of forty shillings was imposed for every rood of tobacco planted in Ireland. Thus re-

made by the something the work. But it was difficulty. had friends they had thought the mission involved frequently, al of the exp ly persons ever, some and the w Hacks, en pressed, dead, the Many, had limped away outside picked up carriages.

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In reference to the bugbear, of an Uxbridge terminus which the *Standard* so persistently holds up to its Brook readers, we need only say, that such an idea never presented itself to the people of

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The culture of tobacco in Ireland is advocated by the journals of that country. Restrictions on the cultivation of this plant were enacted by the English Parliament in 1661, when a penalty of forty shillings was imposed for every rood of tobacco planted in Ireland. Thus restrictions were removed in 1778, when Lord North endeavored to conciliate the Irish people, but the penalties were again imposed, and are now in full force.

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ARCHIVES OF
TORONTO

beautifully situated, and they appeared to better advantage than day last. The ten thousand well-ordered people that promenaded the beautiful carpet of green that covered the meadow seemed to overflow with life. To say the day was fine does not do justice to the case; it was perfectly delightful—neither too warm nor too cold—the soothing temperature that so often prevails in a Canadian October. The contrast with that soft brilliancy peculiar to the autumn, making more beautiful the trees on the Rouge banks, which form a lovely background to the exhibition was large, and the entries of all kinds reached the respectable number of seventeen hundred. The buggies, carriages, waggons and agricultural implements would do credit to any older country than Canada. The stage, buggy and saddle horses were well represented. Amongst the cattle the Jerseys as usual took the lead, and they were well represented, while the Devons were numerous than last year. The horses were fewer in number but very good in quality, while the Ayshires are the more favourites, and were well represented. We have seen larger shows, but rarely finer specimens. The horses were good but rather limited in number. The cereals were all good, while the vegetables were never excelled in this country. I saw a single turnip which weighed 29 lbs. nett, after being trimmed of top and rootlets. In the department apples and pears were well represented; a few peaches of very good quality were shown, raised in the township of Pickering, and we could not but be struck by the fact that they were the only samples of delicious fruit on exhibition, although some few parties in Markham who have some very fine ones this season. In the season only one sample of grapes was exhibited. Amongst the produce there was a fine display of butter and cheese that would do credit to any country, and speaks of the skill and intelligence employed in the production. The ladies' department was varied and difficult for one of the sex to judge—we will simply say of the patience and skill employed in the selection of so much that was useful and beautiful deserves the greatest praise. There is nothing which makes these exhibitions so attractive more than the ladies' presence. Both are alike calculated to refine and elevate the moral tone of society. The fair ground was covered with over ten thousand on the fair ground and scarcely less than five thousand on the fair ground. All passed the time pleasantly, and there was no jostling, no rude jests, and no one felt some pride in such a fair for our well-to-do farmers and their

done would be for the Hon. George Brown to meet Sir Francis on the stump, and canvass the whole county, and as he is a much more powerful speaker than Sir Francis, he will be able to annihilate him if he proves one half the charges he has made.

THE RAILWAY ROUTE.

A good deal of uneasiness is being manifested in some quarters in regard to the route of the railway. It is understood that the directors have agreed to touch Markham village at the north, and then run across as direct as possible to Unionville. It is contended that this will be nearly as short and as inexpensive as the Hagerman's hill route, if the latter were shifted thirty rods north, to bring it within the letter of the bond. From the engineer's report, and from passing over the two routes, we confess to have been unable to discover how the Unionville route could be anything like as cheaply made as the other, or how it could be as short; but if we have been in error, we shall be equally frank to confess it when that error is proved, and in the meantime we are glad to hear of such discoveries being made as will satisfy all parties without sacrificing the interest of the road. But we have said there was some uneasiness; but that uneasiness is on the part of the stockholders in this neighborhood, who think their money is being sacrificed to make an expensive and crooked road. We leave them to fight the battle with the directors.

TORONTO AND NIPISSING R. R.

The first sod of the Toronto and Nipissing Railway will be turned in the village of Cannington, in the township of Brook, on Saturday next. The Hon. John Sandfield McDonald is to handle the spade on the occasion. A large number of visitors, it is expected, will be present to witness the proceedings.

AUCTION SALES.

SATURDAY, OCT. 16.—Cash sale of Cows. Household Furniture, &c., on Lot 16, 8th Con. Markham. Mr. James Heppler, proprietor. Sale at 10 a.m. T. Wilson, auctioneer.

WEDNESDAY, OCTOBER 20.—Credit sale of Horse, Waggons, Lumber, Tools and Bridge, at the Highland Creek, Kingston Road, Scarborough. Messrs. Armstrong & Cassie, proprietors. Sale at 12 o'clock noon. F. Little, auctioneer.

THURSDAY, OCT. 21.—Credit sale of Farm Stock, Implements, &c., on Lot 5, rear of 6th Con. Markham, the property of Mrs. Emily Armstrong. Sale at 12 o'clock noon. F. Little, auctioneer.

MONDAY, OCT. 25.—Important credit sale of Farm Stock, Implements, &c., on Lot 2, rear of 6th Con. Markham. Mr. Jacob Hegler, proprietor. Sale at 10 a.m. Lunch at noon. S. Eckardt, auctioneer.

THURSDAY, OCT. 28.—Important credit sale of Farm Stock, Implements, &c., on

are allowed to be for the Hon. George Brown. It is truly humiliating to think that the teacher's profession, demanding the most exalted moral requirements, should be reduced to the level of an impure political speculation, by men who, totally unfit for their office, appear to glory in its degradation. Some of those very persons who are accused of acting unfairly at the late examination, have been heard to denounce me in unmeasured terms for making this exposure, and openly compliment themselves upon their success in what is designated by them as "gouging." Their idea of justice and morality appears to hinge on the fact that it was their duty to procure a certificate, and no person has any business to object to the manner in which they obtained it. Parents, I sincerely ask, do you desire such false and dangerous principles as these instilled into the minds of your children?

Your correspondent invites an investigation; this is all I desire. I commenced this affair with a determination to analyze it to the bottom, and shall do so let the cost be what it may. I rejoice to find that in this township teachers, as well as others interested in education, are beginning to take a deep interest in the matter, and have suggested the propriety of calling a public meeting to denounce this gross injustice imposed on society. I shall not have anything to say in future to anonymous correspondents; but when an investigation takes place I shall be prepared to make certain disclosures connected with this examination which will strike with greater harshness upon the public ear than any that have yet been made.

ME **691014**
E. R. JACQUES.

* Malvern, Oct. 11, 1869.

Markham Grammar School.

The fall term of the Markham Grammar School was opened on Monday last under the supervision of James Hughes, M.A. Mr. Hughes is a Toronto University medalist, having graduated with high honors, and brings references from J. McCaul, D.D., and others that are highly satisfactory. We congratulate the trustees on their success in having secured the service of so efficient a teacher, and we believe the reputation of the school, long established as one of the best in the country, will be fully sustained.

The Fenian Scare.

The information received of Fenian movements, and published in Saturday's *Evening Globe*, is of sufficiently complete and reliable character as to render precautions necessary, although there is no cause for alarm. It is thought possible that a few bands of desperadoes may smuggle themselves into Canada from the other side with the object of making a scare, and by a simultaneous attack upon the Government arsenals throughout the country, secure a general seizure of arms. The movements of these fellows are probably perfectly well known to the authorities on both sides, and they will find some difficulty in making a single step without being closely watched and followed. Should they, however, succeed in coming across, they will have a lively time of it. The military are everywhere prepared, and officers and men are ready to pursue them

shortly. He comes, it is said, the part of the famous band, and extant our Government must

By Atlantic C

Paris, Oct. 11.—The Emperor Compeigne tomorrow until the 24th inst.

Madrid, Oct. 11.—Deputy Falacias have given in to the Government. Fighting Saragossa, and the authorities forcements. A disturbance Valencia on Friday last. Andalusia and Catalonia has lost its importance. I here report that the Republic claimed at La Carolina and feared that the insurgent movement on Madrid, and are being taken to resist the

MARRIED

At Markham, on Monday, residence of H. C. Marr, Esq. Fawcett, William Summerville, Catharine Marr—all of Markham accept thanks for cake.

TORONTO PRODUCE

Fall Wheat, prime, per bushel.....
Spring Wheat, do, do.....
Barley, per bushel.....
Oats, per bushel.....
Pens, per bushel.....
Pork.....
Potatoes per bushel.....
Butter, fresh, per lb.....
Eggs, per dozen.....
Hay, per ton.....

FLOUR.

Per Barrel.....

MARKHAM MARK

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

FLOUR.

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

New Advertis

Markham Grammar

THE Fall Term of the Markham Grammar School opened
On Monday, October 11, 1869.
JAS. H. H.

MARKHAM F

OPPOSITE THE BANK

MAIN STREET, MAR

THE Subscriber begs to inform that he has re-fitted the above and is prepared to make all kinds of the most reasonable terms.

Agricultural Imp

Persons wanting castings solicited to call before going elsewhere. All orders promptly attended to.

October 13, 1869.

Potatoes for

THE subscriber offers for

THE OXBRIDGE JOURNAL

Wednesday Morning, Oct. 20th, 1869.

TORONTO AND NIPISSING RAILWAY.

TURNING THE FIRST SOD IN CANNINGTON.

On Saturday, the 16th inst., the first sod of the Toronto and Nipissing Railway was turned by the Hon J. S. MacDonald, in Cannington. A good deal of interested was manifested by the many lookers-on during the ceremony, all appearing anxious to get a glimpse of the PREMIER as he commenced his task of filling the barrow and wheeling it to its destination. This laborious job being accomplished they proceeded to the platform, which had been erected in the ring, amidst the boisterous cheers of the crowd, when Mr. Gillespie, Reeve of Brock, stepped forward and read the following address:—

To the Honorable John Sandfield MacDonald, Premier of the Province of Ontario.

SIR.—We, the Reeve and Council of the township of Brock, on behalf of its inhabitants, desire to express to you our highest gratification on the occasion of this, your first visit to this portion of the Province, and to tender to you a hearty welcome. We desire to express our pleasure in the fact that to you is accorded the honor of inaugurating a scheme which, we trust, will be the means of conferring great and lasting benefits on this portion of the country, by opening up direct communication with the capital of Ontario; thereby facilitating commercial intercourse, mutually advantageous, and which, we hope, will be the means of increasing our strength and wealth. It is with feelings of pride that we recognize in you an experienced legislator, willing to extend assistance to all enterprises calculated to further the development of the back portions of our country, and sincerely trust that the present undertaking, having in view its extension to a large section of the unsettled lands of this Province, may receive that encouragement and assistance from your Government which we are satisfied you are willing to extend to all measures calculated for the public good.

In conclusion we desire to express our deep obligation for the great interest you take in the present railway enterprise, and for the honor you have conferred on us in consenting, at great personal inconvenience to yourself, to perform the work of turning the first sod of the Toronto and Nipissing Railway in our township.

MALCOLM GILLESPIE,

Reeve of the Township of Brock.

Council Room, Cannington, Oct. 16, '69.

To this the PREMIER made the following reply:—

To the Reeve and Councillors of the Township of Brock.

ture to hope our enterprise will prove a marked step in this direction, and we ask you to turn the first sod. We have resolved to break ground in the very heart of the section of country our railway is calculated to secure, and we can assure you that it greatly adds to the pleasure anticipated by the loyal surrounding yeomanry to be able to greet the Premier of Ontario, and to witness his interest and sympathy in a work destined to advance their prosperity and welfare.

(Signed),

ROBT. WATT ELLIOT, President.
JAMES GRAHAM, Secretary.

To which the Premier read the following reply:—

To the President, Vice President and Directors of the T. & N. Railway Co.

"GENTLEMEN,—I sincerely thank you for your friendly invitation to take part in the inauguration of your railway, and for the flattering terms in which you have communicated your wishes.

"My colleagues and myself must have been blind to the interests not merely of this particular section of the country, but of the Province at large, had we failed to perceive the great advantages to both the one and the other of which your undertaking affords the fair promise; and after witnessing the uniring zeal and energy you have displayed in bringing it to the state of forwardness it has already arrived at, and perceiving that your convictions of being able to bring it to a successful issue, are evinced by your putting your hands in your own pockets, we should indeed be recreant to the duties incumbent on us as a Government, did we fail in affording you every moral support in our power towards furthering the object you have at heart.

"Cordially joining in the hope that your enterprise will prove a marked step in the opening up of the country and a prelude to those advantages which experience has shown to follow in the train of like judicious undertakings, it seems to me that nothing else could have afforded me such a happy augury of success as the determined resolution you are evincing to put your own shoulders lustily to the wheel; and you have already to some extent experienced what unflinching perseverance can accomplish.

"For the honor you have done myself in requesting me to turn the first sod; for the gratification I receive from meeting so many of my respected friends, and for my introduction for the first time to the surrounding yeomanry to witness the interest and sympathy I take in a work destined to advance their prosperity and welfare, and for the appreciation you express of whatever little service I and my colleagues may have been able to render you, my especial acknowledgments are due.

"In this country a public man seldom reclines on a bed of roses, and in return for exhausting labor, harassing anxieties, and often no little unmerited obloquy, he has seldom much to console him in the way of personal advantage. His chief

the country had profited to the extent of a hundred millions, and in the same way for every dollar that is expended on Canadian railways, the country will be benefitted a hundred fold. He would ask the early settlers of this section to compare the appearance and condition of the country as it was, when they first entered it, to that which marked it now, and he would ask them to think, if the past had effected a change so great, what the future would bring forth when aided by the enormous facilities which a railway afforded. There was no question about the benefit that would accrue to them, and to secure this they were merely asked to contribute a small share of the expenses of building the railway, and this, as far as their payment was concerned, to be spread over a series of years. They would feel the advantages of their work, and their children after them would bless them. Don't leave anything for your children to envy in the neighboring States. Let the young men who lived under good laws, especially those made by the Patent Combination, administered by upright and fearless judges—let the young men who have lived under that glorious flag, some of which he saw displayed as he came along come forward, and profit by the advantages that were offered them. He saw in the future vast advantages that must follow the introduction of a railway communication. They would have facilities for transporting their grain, young men would come from neighboring districts and marry their daughters; their own young men would find wives in their places, there would be mutual gain, and the stock would be improved. Their Reeve and Deputy Reeve had already explained the advantages of the proposed new railway, and he need not dwell further upon it and all understood it. He hoped therefore that they would not be backward in embracing the opportunity that was offered them, but that they would put their own shoulders to the wheel and Providence would aid their efforts. He thanked them all for the manner in which they had received him, and expressed the pleasure he felt in making the acquaintance of the Yeomanry of that district. At the close of his speech the Hon. Mr. McDonald was loudly cheered.

Hon. M. C. Cameron, Provincial Secretary, then came forward and said that it afforded him great pleasure to meet those who had gathered there on such an auspicious occasion. The undertaking which they were there to inaugurate was of vast importance, not only to one section, but to the whole of the back country of that district. Much of the success of this railroad depended upon the people of Brock. If it was to succeed, they must fairly help its progress. A difficulty had arisen in the matter owing to the Council having placed themselves in a position of antagonism to the rate-payers. They had opposed the ratification of the By-law on which the voted supplies depended, unless certain condi-

been proposed by the Council. He said that the rate-payers were not to be deceived by the Council, and he would bring them to the notice of the Trustees which had been given.

Mr. Gillespie, it said that it would be the rate-payers to give the story on their hear both and judge felt that he appeared coming immediately men whose oratorical not rival; but he calmly before the rate heard Mr. Cameron ty that was offered would be built; but that clause of the C to these bonds.—read the clause ref vides that the m shall be converted in pre-emption the mile and Balsam Lake. was nothing in this rector's expending first section of th might choose to bu was confirmed in th Mr. Crooks, an emi ronto, whom he had subject. He was road; he was in f with certain condit clause which provid miles of the road in three years of the d and the whole of it five years. If this charter would be fo tors had said they of the charter alter miles to sixty. Th tors said that the ra to be finished with March, if not the d returned. He said ty never contempla being sold. If the assistance from oth debentures were to stock. Toronto ha Alderman Baxte Mr. Gillespie said a resolution wh Director, and he tors should have rate, according to which it passed. opinion, and in rel the Municipality ing again at the Co he didn't see what suppling the Com built. He said I went to show that

Reeve of the Township of Brock.

Council Room, Cannington, Oct. 16, '69.

To this the PREMIER made the following reply:—

To the Reeve and Councillors of the Township of Brock.

GENTLEMEN,—It affords me sincere gratification to find myself so cordially welcomed by you on this my first visit to the prosperous and flourishing locality over which you preside. That pleasure is greatly enhanced by the fact of the welcome being tendered to me by one whom I have known from early boyhood.

I appreciate to the fullest extent the honor which has been conferred on me in being permitted to take so prominent a part in the inauguration of a work of which you have so fully estimated and so clearly depicted the advantages—advantages which will undoubtedly accrue to this interesting section of the Province.

You do me no more than justice in ascribing to me a willingness to promote, as I have done all enterprises based upon sound economic principle which promise to secure the object for which they were intended, and which contribute to the development of the latent wealth of the country.

I am sure, gentlemen, that you will agree with me that the most certain way to enlist the aid of Government in the promotion of such undertakings as this, is to furnish incontestable evidence of your readiness to contribute liberally yourselves towards their support. Failing in this it would be clearly unreasonable to hope for active and practical sympathy from the source to which you refer.

I am much consoled by your hearty recognition of my service I may have rendered in furthering the hopes of this great enterprise; and in the future as in the past, it shall be my constant aim, by studying carefully and laboring earnestly, to advance the material interests of this noble Province, to secure and to merit the undiminished confidence which you have been pleased to express in my administration, and for which I beg most cordially to thank you.

(Signed),

J. S. MACDONALD.

Mr. R. W. Elliot, the President of the T. & N. Railway Co., then read the following address, which was handsomely inscribed on parchment:—

To the Hon. J. S. Macdonald, Attorney General and Premier of the Province of Ontario, &c.

"SIR.—We, the President and Directors of the Toronto and Nipissing Railway Company, desire to evince the estimation in which your high qualities as a distinguished Canadian statesman are regarded by asking you to take part in the inauguration of our railway. Regarding a work of this nature, as one calculated to advance the material prosperity of the country, we feel that we speak the acknowledged sentiments of the community in saying that a general approbation has followed the statesman-

and my colleagues may have been able to render you, my especial acknowledgments are due.

"In this country a public man seldom reclines on a bed of roses, and in return for exhausting labor, harassing anxieties, and often no little unmerited obloquy, he has seldom much to console him in the way of personal advantage. His chief reward is in the honor of serving his country, and when along with that and possessing the consciousness of having fulfilled his duty to the best of his ability, he is so fortunate as to find his exertions generously estimated by his fellow-citizens, he attains the very highest recompense that he ever ought to seek.

(Signed),

J. S. MACDONALD.

The Hon. Gentleman then spoke on the subject of the Railway; thus:—

He said that, after the laborious duty he had performed in turning the first sod of the Railway, it was hardly fair to ask him to make a speech, but under the circumstances he would make a few remarks about the present undertaking. He was thoroughly conversant, he said, with all the Railway legislation that had taken place in the Province for the last twenty-five years; but out of the many charters, about one hundred in number, that had been granted only a few railways had been built. These were the Grand Trunk, the Great Western, the Northern, the Cobourg & Peterborough, the Port Hope & Lindsay, the Prescott & Ottawa and the Brockville & Arnprior; the remainder had come to nothing because of a want of that energy which was so conspicuously displayed in the case of the Toronto & Nipissing Road. He felt sure that the energy, time, and zeal which had been devoted to the accomplishment of that road must ensure success. When men work in the way its promoters had done; when they subscribe money themselves, get corporations to subscribe, and take the trouble that has been taken in this case, success must always be certain. He himself had always set his face against empty speculations, and would not now take the interest he had done in the Toronto & Nipissing Railway were he not convinced that it would succeed and become a benefit not only to Toronto but to all those sections of country through which it passed. He thought that there were men had done so much as had been accomplished by the Directors of the Toronto & Nipissing Railway they should be given fair play. All admitted the desirableness of the Railway, and it was impossible for any men, work how they would, to attain success if they were denied fair play and encouragement. Why not lend a helping hand to this undertaking in which they were so much interested? They deserved the advancement and prosperity of the country, and therefore there should be no undue hesitation about facilitating such a desirable end. They could have little advancement without railways, and the want of them operated in other hurtful ways. Their markets suffered for want of railways, and the young men hearing of the advantages of

success of this railroad depended upon the people of Brock. If it was to succeed, they must fairly help its progress. A difficulty had arisen in the matter owing to the Council having placed themselves in a position of antagonism to the ratepayers. They had opposed the ratification of the By-law on which the voted supplies depended, unless certain conditions, not provided for by the Legislature, were accepted by the Directors. The Reeve and some other members of the Council, in opposing the ratification of the amendment, were acting, no doubt, as they believed in the interest of the people, but it was for the latter to say whether they approved such over-caution on determining upon a matter of such vital importance to themselves. (Loud applause). He had been told of the high estimation in which he was held by the people of Brock, and he would be sorry to believe it was thought he was capable of betraying the trust confided to him. No man was possessed of an infallible judgement, and the wisest might sometimes err; but, on the other hand, none of the business of life could be transacted if all confidence was withheld from honest men. What he now wanted was that which the people had granted, and for the security of which the law had provided. Other municipalities had asked no more. The law had provided that the money should be used on every mile from Toronto to Lake Balsam, and no one portion of it would get an undue share. The trustees who had been chosen were men of high character, and this consideration entitled them to enjoy the highest confidence. No one could doubt the integrity of his friend and co-trustee, Mr. Allen. Mr. Brethour was selected by the Wardens of Ontario, Victoria and York, and he trusted his own record entitled him to their confidence. When the Railway was first introduced it was understood that it could not be built unless it received municipal aid. The people then came forward and voted liberal supplies; but, their good intentions will be frustrated if the municipal authorities of Brock place unlooked-for impediments in the way. He had every respect for the Reeve, Mr. St. John and Mr. Amy, and they had proved themselves friends on other occasions, but they were now asking too much, more than other towns required. Brock should not be more suspicious than other townships, and their refusal to ratify the By-law was a declaration of want of faith in the undertaking. How are the Directors to ask capitalists for money if Brock, which is directly interested in the matter, shows such suspicion? The Trustees could not expend a dollar without the certificate of the Engineer, and it was well known that the money was to be expended *pro rata* along the whole line. It was no use granting the Brock money when the line was completed to Brock; it would not then be wanted. It was required now, and he had little hesitation in saying that its expenditure would conduce to success. He was glad of the opportunity this meeting afforded him of standing

which it passed. He opinion, and in reference to the Municipality possibly against the Company he didn't see what was supposing the Company built. He said Mr. went to show that the have the power of expense on a few miles of the taxes would last for to or no road. He said worked for the road. He said he would not give till the road through B. He had offered to give bents when 60 miles and the remaining \$20, was completed to Brock willing, as Reeve, to the present By-law and submit to the ratepayers. He entail a large debt with road.

After the conclusion of the meeting, the Directors and Reeve repaired to the Town Hall partook of the Luncheon which had been provided for the occasion being over, toasts were given and a good time enjoyed by the company separated.

Scott Township

Oct.

Council met pursuant to notice.

Members all present. Reeve in the chair.

Moved by Mr. Graham that the order on the Treasurer, Wm. Cruikshank to the amount of \$50.00 for sheep killed by dogs, be carried.

Moved by Mr. Sinclair that the order on the Treasurer, Mr. Umphrey to the amount of \$10.00, and that Mr. be, and is hereby appointed for expending the same, be carried.

Moved by Mr. Graham that the order on the Treasurer, N. Graham for the sum of \$10.00 for sheep killed by dogs, be carried.

Moved by Mr. Sinclair that the order on the Treasurer, John Moore, to the amount of \$2.00 for sheep killed by dogs, be carried.

Moved by Mr. Umphrey that the order on the Treasurer, Mr. Rowland and the committee appointed to transact business in connection with By-law No. 1, for its object the granting of the T. & N. R. Co., the Debentures for the business up to the ratification of the By-law, be carried.

Moved by Mr. Sinclair that the order on the Treasurer, Mr. Rowland to the amount of \$10.00 for sheep killed by dogs, be carried.

ended, and which contribute to the development of the latent wealth of the country.

I am sure, gentlemen, that you will concur with me that the most certain way to enlist the aid of Government in the execution of such undertakings as this, is to furnish incontestable evidence of our readiness to contribute liberally ourselves towards their support. Failing in this it would be clearly unreasonable to hope for active and practical sympathy from the source to which you look for aid.

I am much consoled by your hearty recognition of my service I may have rendered in furthering the hopes of this great enterprise; and in the future as well as in the past, it shall be my constant aim, by studying carefully and laboring earnestly, to advance the material interests of this noble Province, to secure to merit the undiminished confidence which you have been pleased to express in my administration, and for which I am most cordially to thank you.

(Signed),

J. S. MACDONALD.

Mr. R. W. Elliot, the President of the T. & N. Railway Co., then read the following address, which was handsomely inscribed on parchment:—

By the Hon. J. S. Macdonald, Attorney General and Premier of the Province of Ontario, &c.

"SIR.—We, the President and Directors of the Toronto and Nipissing Railway Company, desire tovince the estimation in which your high qualities as a distinguished Canadian statesman are regarded by asking you to take part in the inauguration of our railway. Regarding a work of this nature, as one calculated to advance the material prosperity of the country, we feel that we speak the acknowledged sentiments of the community in saying that a general approbation has followed the statesmanlike view with which you and the members of your Government entertain the progress through Parliament of the measures introduced to ensure its success. On the opening up of the country, and affording easy and convenient means of ingress to the emigrant, and egress for the product of his labor, we depend the real advancement of this rich and fertile Province. We ven-

tured place in the Province for the last twenty-five years; but out of the many charters, about one hundred in number, that had been granted only a few railways had been built. These were the Grand Trunk, the Great Western, the Northern, the Cobourg & Peterborough, the Port Hope & Lindsay, the Prescott & Ottawa and the Brockville & Arnprior; the remainder had come to nothing because of a want of that energy which was so conspicuously displayed in the case of the Toronto & Nipissing Road. He felt sure that the energy, time, and zeal which had been devoted to the accomplishment of that road must ensure success. When men work in the way its promoters had done; when they subscribe money themselves, get corporations to subscribe, and take the trouble that has been taken in this case, success must always be certain. He himself had always set his face against empty speculations, and would not now take the interest he had done in the Toronto & Nipissing Railway were he not convinced that it would succeed and become a benefit not only to Toronto but to all those sections of country through which it passed. He thought that there were men had done so much as had been accomplished by the Directors of the Toronto & Nipissing Railway they should be given fair play. All admitted the desirableness of the Railway, and it was impossible for any men, work how they would, to attain success if they were denied fair play and encouragement. Why not lend a helping hand to this undertaking in which they were so much interested? They deserved the advancement and prosperity of the country, and therefore there should be no undue hesitation about facilitating such a desirable end. They could have little advancement without railways, and the want of them operated in other hurtful ways. Their markets suffered for want of railways, and the young men hearing of the advantages of other places became dissatisfied. They had not the opportunity of improving themselves that others had who could find their easy access to the great centres, and if they allowed others to advance while they themselves stood still they would have no one to thank for it but themselves. Horace Greely had recently stated that for every million of dollars that had been expended on the Erie Canal,

honest men. What he now wanted was that which the people had granted, and for the security of which the law had provided. Other municipalities had asked no more. The law had provided that the money should be used on every mile from Toronto to Lake Balsam, and no one portion of it would get an undue share. The trustees who had been chosen were men of high character, and this consideration entitled them to enjoy the highest confidence. No one could doubt the integrity of his friend and co-trustee, Mr. Allen. Mr. Brethour was selected by the Wardens of Ontario, Victoria and York, and he trusted his own record entitled him to their confidence. When the Railway was first introduced it was understood that it could not be built unless it received municipal aid. The people then came forward and voted liberal supplies; but, their good intentions will be frustrated if the municipal authorities of Brock place unlooked-for impediments in the way. He had every respect for the Reeve, Mr. St. John and Mr. Amy, and they had proved themselves friends on other occasions, but they were now asking too much, more than other towns required. Brock should not be more suspicious than other townships, and their refusal to ratify the By-law was a declaration of want of faith in the undertaking. How are the Directors to ask capitalists for money if Brock, which is directly interested in the matter, shows such suspicion? The Trustees could not expend a dollar without the certificate of the Engineer, and it was well known that the money was to be expended *pro rata* along the whole line. It was no use granting the Brock money when the line was completed to Brock; it would not then be wanted. It was required now, and he had little hesitation in saying that its expenditure would conduce to success. He was glad of the opportunity this meeting afforded him of standing side by side, in Conservative Brock, with the Reform Premier of Ontario, and to see the services of the latter recognized. When the bitterness of past political strife no longer impeded the march of progress, and when the people do right for right's sake, an evidence is furnished that a brighter dawned for the future of their country. The inauguration of this railway showed that party warfare had

been over, for the company separated for the day, and a good time enjoyed.

Scott Township

Oct.

Council met pursuant to the order of the previous meeting.

Members all present.

Reeve in the chair.

Moved by Mr. Graham that the order on the Treasurer in favor of Wm. Cruthers to the amount of \$50.00 for sheep killed by dogs on his roads. Carried.

Moved by Mr. Sinclair that the order on the Treasurer in favor of Mr. Smith, an indigent person of \$10.00, and that Mr. Smith be, and is hereby appointed clerk for expending the same for the support of this Council at large. Carried.

Moved by Mr. Graham that the order on the Treasurer in favor of N. Graham for the sum of \$2.00 for sheep killed by dogs. Carried.

Moved by Mr. Sinclair that the order on the Treasurer in favor of John Moore, to the amount of \$2.00 for sheep killed by dogs. Carried.

Moved by Mr. Umphrey that the order on the Treasurer in favor of Mr. Rowland and the Committee appointed to transact business in connection with By-law for its object the grant to the T. & N. R. Co., of the Debentures for the business up to the ratification of the By-law. Carried.

Moved by Mr. Sinclair that the order on the Treasurer in favor of Mr. Rowland for legal advice. Carried.

Moved by Mr. Sinclair that the order on the Treasurer in favor of Mr. Umphrey that this Council do *sine die*. Carried.

Alex. Evans, confined for robbing Mr. Barns's store on Tuesday morning, turned by the turnkey next

ARCHIVES OF ONTARIO
TORONTO

UJ 69 10 20

been displaced by thoughts of material prosperity. He called on the ladies of Brock, who were all-powerful by means of their influence with husbands, brothers and lovers, to aid in the undertaking, and promised them that the road would confer a special benefit on them by bringing them within easy reach of those stores which supplied the means of adding to their own personal attractions. He called on all present to entrust to the Trustees that confidence which had been granted by other townships.

Mr. Gillespie, the Reeve of Brock, said that it would not be fair to allow the rate-payers to go away with a one-sided story on their minds. They should hear both and judge for themselves. He felt that he appeared at a disadvantage coming immediately after those gentlemen whose oratorical powers he could not rival; but he would lay the matter calmly before the ratepayers. They had heard Mr. Cameron speak of the security that was offered them that a road would be built; but he would read them that clause of the Charter which referred to these bonds.—Mr. Gillespie then read the clause referred to which provides that the municipal debentures shall be converted into money to be used *pro rata* the mileage between Toronto and Balsam Lake. He said that there was nothing in this to prevent the Directors expending the money on the first section of the road which they might choose to build, and he said he was confirmed in this opinion by that of Mr. Crooks, an eminent lawyer of Toronto, whom he had consulted on the subject. He was no opponent to the road; he was in favor of the By-law with certain conditions. He read the clause which provided that thirty-seven miles of the road must be built within three years of the date of the charter, and the whole of it to Nipissing within five years. If this were not done the charter would be forfeited. The Directors had said they would get the terms of the charter altered from thirty-seven miles to sixty. The bond of the Directors said that the railway to Brock was to be finished within one year from next March, if not the debentures were to be returned. He said that the municipality never contemplated the debentures being sold. If the Company accepted assistance from other Corporations, the debentures were to be converted into stock. Toronto had got stock.

Alderman Baxter denied this. Mr. Gillespie said that they had passed a resolution which gave Toronto a Director, and he thought the Directors should have been appointed *pro rata*, according to the districts through which it passed. He read Mr. Crook's opinion, and in reference to the power the Municipality possessed of proceeding again at the Company, if need be, he didn't see what was to be gained,

Scott Township Agricultural Exhibition.

The Scott Agricultural Society held their Fall Fair at Sandford, on Thursday, Oct. 14th, and in spite of the drenching rain, which kept up its continual pouring during the afternoon, there were considerable numbers present. The show of Horses, Cattle, &c was good. The following is the prize list:—

DRAUGHT HORSES.

2 entries; 1st A. Turner, 2nd J. Card.
2 year old mare; 1st Jas. Leask.
1 year old colt; 1st John Arnold.
1 year old mare; 1st J. Pearson.
Span General Purpose Horses, 3 entries; 1st J. Thompson, 2nd G. Vernon.
Brood mare, 7 entries; 1st J. Armrod, 2nd M. Riseborough.
2 year old gelding, 4 entries; 1st W. Crathurs, 2nd, G. Mustard.
2 year old mare, 4 entries; 1st W. Crathurs, 2nd A. Miller.
1 year old colt, 3 entries, 1st J. Armrod, 2nd J. Phillips.
1 year old Filly, 5 entries; 1st A. Steel, 2nd W. Moore.
Spring Colt, 7 entries; 1st G. Bain, 2nd M. Riseborough.
Entire horse, 5 entries; 1st J. Armrod, 2nd W. Dunkeld.
Single driving horse, 7 entries; 1st J. W. Umphry, 2nd J. A. Kinsay.

CATTLE.

Aged Bul, 4 entries; 1st Jas. Leask, 2nd J. Taylor.
Yearling bull, 2 entries; 1st A. Lockie.
Bull calf, 4 entries; 1st J. Tiffen, 2nd T. Irwin.
Milch Cows, 5 entries; 1st T. Irwin, 2nd G. Thompson, 3rd T. Burnham.
2 year old heifer, 5 entries; 1st J. Taylor, 2nd G. Thompson, 3rd T. Irwin.
1 year old heifer, 2 entries; 1st T. Irwin, 2nd G. Thompson.
Heifer calf, 3 entries; 1st G. Thompson, 2nd J. Taylor.
Yoke of working oxen, 2 entries; 1st J. Phillips, 2nd not awarded.
Fat Cattle, 3 entries; 1st J. Taylor, 2nd T. Irwin.

SHEEP—LONG WOOLLED.

Aged ram, 5 entries; 1st W. Lockie, 2nd M. Riseborough, 3rd A. Miller.
Shearling ram, 5 entries; 1st J. Arnold, 2nd D. Turner, 3rd J. Taylor.
Ram lamb, 1st J. Arnold.
Aged ewes, 6 entries; 1st A. Dunn, 2nd A. Lockie, 3rd G. Thompson.
Shearling ewes, 6 entries; 1st T. Irwin, 2nd A. Dunn, 3rd W. Lockie.
Ewe lambs, 4 entries; 1st A. Lockie, 2nd W. Lockie, 3rd A. W. Moore.

MEDIUM OR FINE WOOLLED SHEEP.

Aged ram, 4 entries; 1st John Lemon, 2nd J. Kidd.
Shearling ram, 1st T. Pickering.
Ram lamb, 1st G. Thompson.
Aged ewes, 6 entries; 1st W. Cruthers, 2nd J. Pickering, 3rd G. Thompson.
Shearling ewes, 1st J. Armrod.
Ewe Lambs, 2 entries; 1st G. Thomp-

Crab apples, 8 entries; 1st A. Blair, 2nd A. Turner.

POULTRY.

Barn-yard Poultry, 4 entries; 1st C. Marr, 2nd J. A. Kinney.
Geese, 4 entries; 1st A. Blair, 2nd A. Miller.
Ducks, 2 entries; 1st D. Turner, 2nd J. Blanchard.

MISCELLANEOUS.

Indian corn, 7 entries; 1st J. Lemon, 2nd W. B. Foot.
Jar of preserves, 7 entries; 1st Mrs. W. Thompson, 2nd Mrs. J. Weldon.
Jar of honey, 1st T. Weller.
Jar of Pickles, 3 entries; 1st Mrs. W. Moore, 2nd Mrs. W. Thompson.
Maple sugar, 2 entries; 1st W. Thompson, 2nd J. Weldon.
Loaf of bread, 8 entries; 1st Mrs. T. Wesley, 2nd Mrs. W. Moore.

Uxbridge Township Council.

FINCH'S HOTEL, }
Oct. 19th 1869. }

Council met pursuant to adjournment.

Members all present.

Reeve in the chair.

Minutes of previous meeting read and approved.

On motion of Mr. Feasby; the report from the Road Commissioners on valuations &c., in the 8th Con., was adopted.

Moved by Mr. Todd, sec. by Mr. Brander that Ira Chapman Esqr., Road Commissioner be, and is hereby authorized to sell the timber on the side-line, between Lots No. 10 & 11, and Lots 25 & 26 in the 3rd Con.; also the timber on side-line between Lots 20 & 21 in the 4th Con., and expend the proceeds of such sale on each of said side-lines, Carried.

An account from Mr. Sheir, P. L. S., for surveys made for Council was presented.

Moved by Mr. Gould, sec. by Mr. Feasby that the Clerk be, and is hereby authorized to levy the sum of \$48.00 on Lots 30 & 31 in the 5th Con. of this township, being the amount charged by John Sheir, P. L. S., for surveying the lines connected with said Lots; and that he place the same on the Collectors Roll for this year. Carried.

An account from Lund & Graham to the amount of \$33.38, for advertising and furnishing posters for By-law, was presented.

Moved by Mr. Todd, sec. by Mr. Brander that the Reeve issue his order on the Treasurer in favor of Wm. Forsyth, for the sum of \$15, for extra allowance on road job on the hill opposite Lot No. 18 on the Western town-line, provided the Council of Whitchurch pays a like amount. Carried.

Moved by Mr. Feasby, sec. by Mr. Gould that the Reeve issue his order on the Treasurer in favor of J. W. C. Brown, for drafting By-law for establishing certain roads on Lots No. 94 & 95 in the

Uxbridge

Flour
Fall Wheat
Spring do
Peas
Oats
Barley
Potatoes
Butter
Eggs
Beef
Dried Hams
Shoulders
Bacon
Wool
Hides
Calf Skins
Sheep Skins
Calves
Sheep
Lambs

INSOLVENT.

In the matter of Jol
THE Creditors of
to meet at the
in the Town of W
on Tuesday, the N
the hour of two o'cl
the public examina
for the ordering of
generally.

Dated at Whitby,

LIST OF LET
Uxbridge Post
previously advertis
Armstrong, Wm.
Bennet, Margaret
Barker, Robert
Brown, Joseph
Bishop, W. H.
Brewer, in Uxbridge
Cook, C.
Cassie, Alex.
Falls, Wm.
Gordon, Mrs. Wm.
Gillett, W. F.
Gibson, Henry
Gordon, Wm.
Graham, George
Hutchinson, James
Hewatt, R.
Hutchinson, R. B.
Jones, Sarah Ann
James, E.
Johnston, Thomas
Kennedy, John
GEO. W.

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TORONTO
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TAKE NOTICE
Toronto and N
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Bay streets, in the
the 1st day of Nov
By order,

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debentures were to be converted into stock. Toronto had got stock.

Alderman Baxter denied this.

Mr. Gillespie said that they had passed a resolution which gave Toronto a Director, and he thought the Directors should have been appointed *pro rata*, according to the districts through which it passed. He read Mr. Crook's opinion, and in reference to the power the Municipality possessed of proceeding against the Company, if need be, he didn't see what was to be gained, supposing the Company had no road built. He said Mr. Crook's opinion went to show that the Directors would have the power of expending the money on a few miles of the road, when the axes would last for twenty years, road or no road. He said he had always worked for the road, but had always said he would not give up debentures till the road through Brock was secured. He had offered to give \$50,000 of debentures when 60 miles had been built, and the remaining \$20,000 when the road was completed to Brock. He was quite willing, as Reeve, to do away with the present By-law and submit a new one to the ratepayers. He did not wish to entail a large debt without getting the road.

After the conclusion of those speeches, the Directors and their guests repaired to the Town Hall, where they partook of the Luncheon which had been provided for the occasion. Luncheon being over, toasts were drunk, &c., and a good time enjoyed; after which the company separated for their homes.

Scott Township Council.

Oct. 14th 1869.

Council met pursuant to adjournment.

Members all present.

Reeve in the chair.

Moved by Mr. Graham, seconded by Mr. Graham that the Reeve grant his order on the Treasurer in favor of Mr. Wm. Cruthers to the amount of \$3.35 for sheep killed by dogs; and the further sum of 50cts. for money expended by him on roads. Carried.

Moved by Mr. Sinclair, seconded by Mr. Umphrey that the Reeve grant his order on the Treasurer in favor of Chas. Smith, an indigent person, to the amount of \$10.00, and that Mr. Wm. Silverside, be, and is hereby appointed Commissioner for expending the same and to report to this Council at its next meeting. Carried.

Moved by Mr. Graham, seconded by Mr. Rowland that the Reeve grant his order on the Treasurer in favor of Mr. N. Graham for the sum of \$3.35 for 1 sheep killed by dogs. Carried.

Moved by Mr. Sinclair, seconded by Mr. Graham that the Reeve grant his order on the Treasurer in favor of Mr. John Moore, to the amount of \$7.00 for 2 sheep killed by dogs. Carried.

Moved by Mr. Umphrey, sec. by Mr. Graham, that the Reeve, Mr. Sinclair, Mr. Rowland and the Clerk be a com-

Shearing ewes, 6 entries; 1st T. Irwin, 2nd A. Dunn, 3rd W. Lockie.
Ewe lambs, 4 entries; 1st A. Lockie, 2nd W. Lockie, 3rd A. W. Moore.
MEDIUM OR FINE WOOLLED SHEEP.
Aged ram, 4 entries; 1st John Lemon, 2nd J. Kidd.
Shearing ram, 1st T. Pickering.
Ram lamb, 1st G. Thompson.
Aged ewes, 6 entries; 1st W. Cruthers, 2nd J. Pickering, 3rd G. Thompson.
Shearing ewes, 1st J. Armrod.
Ewe Lambs, 2 entries; 1st G. Thompson, 2nd not awarded.

SWINE.

Aged boar, no entry.
Boar pig, (1869); 1st M. Riseborough, Breeding sow; 1st A. Steel.
Sow pig, 2 entries; 1st M. Riseborough, 2nd A. Steel.

GRAIN AND SEEDS.

2 bushels fall wheat, 14 entries; 1st A. Miller, 2nd B. Philips.
Spring wheat, 9 entries; 1st R. Legg, 2nd M. Riseborough.
Barley 12 entries; 1st N. Graham, 2nd A. Dunn.
Large peas; 1st Ira Bateman.
Small peas, 5 entries; 1st A. Thompson, 2nd D. Thirsh.
Large oats, 2 entries; 1st R. Legg, 2nd C. Tindler.
Small oats, 10 entries; 1st R. Legg, 2nd C. Tindler.
Timothy seed, 1st T. Burnham.

ROOTS.

Turnips, 16 entries; 1st J. Pollard, 2nd D. Urquhart.
Carrots, 5 entries; 1st A. Thompson, 2nd W. Cruthers.
Mangold Wurtzel; 1st T. Pickering.
Bag of Potatoes, 14 entries; 1st W. Thompson, 2nd J. Rafferty.

IMPLEMENTS.

Set of horse shoes, 2 entries; 1st C. Murr.

DOMESTIC MANUFACTURES.

Full cloth, 7 entries; 1st J. Lemon, 2nd J. Armrod.
Flannel, 8 entries; 1st J. Sisler, 2nd J. Lemon.
Blankets; 1st N. Graham.
Quilt, 4 entries; 1st Mrs. T. Wesley, 2nd Mrs. S. Umphrey.
Coverlet, 4 entries; 1st J. Meek, 2nd N. Graham.
Mitts, 4 entries; 1st Mrs. D. Urquhart, 2nd J. Lemon.
Gloves; 1st Mrs. W. Thompson.
Woolen socks, 8 entries; 1st G. Vernon, 2nd B. Thirsh.
Skin of yarn, 6 entries; 1st Mrs. S. Umphrey, 2nd Mrs. W. Thompson.
Bag rug; 1st Mrs. D. Urquhart.
Gents' shirt, 3 entries; 1st Mrs. J. Leask, 2nd Mrs. W. Townsend.

DAIRY PRODUCE.

Butter, 18 entries; 1st Mrs. T. Armstrong, 2nd Mrs. W. Thompson, 3rd Mrs. J. Meek.
Cheese, 3 entries; 1st Mrs. G. Vernon, 2nd Mrs. J. Meek, 3rd Mrs. G. Thompson.
Tub of butter, 6 entries; 1st Mrs. W.

presented.
Moved by Mr. Todd, sec. by Mr. Brander that the Reeve issue his order on the Treasurer in favor of Wm. Forsyth, for the sum of \$15, for extra allowance on road job on the hill opposite Lot No. 18 on the Western town-line, provided the Council of Whitechurch pays a like amount. Carried.

Moved by Mr. Feasby, sec. by Mr. Gould that the Reeve issue his order on the Treasurer in favor of J. W. C. Brown, for drafting By-law for establishing certain roads on Lots No. 24 & 25 in the 1st Con., to the amount of \$2.00. Carried.

On motion of Mr. Feasby, the Reeve left the Chair for half an hour.

Council resumed.

Moved by Mr. Gould, sec. by Mr. Brander that an order be granted on the Treasurer in favor of Messrs. Lund & Graham for Printing and advertising to the amount of \$33.38. Carried.

On motion of Mr. Gould, sec. by Mr. Brander, the Council adjourned to meet again at Armitage's Hotel, on the 23rd of November next.

Changed Hands.

The Dry Goods business formerly carried on at Zephyr, by Mr. J. Nelson, has been purchased by our enterprising young friend, Mr. M. N. Dafee of Utica, who has made large additions to the Stock and is prepared to sell goods much below their usual prices. See Posters.

Fresh Arrivals at the New Grocery Store.

Mr. W. J. Smith has just received fresh additions to his large stock of Groceries, &c., which he offers very cheap. Give him a call.—See advertisement and small bills.

SINGULAR DEATH.—The medical officer of Pentonville Prison, in his report presented this year, mentions a remarkable case which occurred recently in that gaol. Convict "5,211" was suddenly seized with vomiting of blood, and died of hemorrhage in a few hours. The post-mortem examination showed a counterfeit half-crown lodged in a pouch in the gullet, which has caused ulceration and perforation of the aorta. The prisoner had been a "smasher," and in order to escape detection swallowed this coin ten or eleven months before his death. The absence of any difficulty in swallowing food or other symptoms indicative of the presence of a foreign body in the gullet is remarkable; and the surgeon is not aware of any other case in which a smooth body, like a coin, has been found to ulcerate from the gullet directly into the aorta.—*London Sunday Times.*

WHAT PRINCE ARTHUR HAS GONE THROUGH.—Since the landing of H. R. H. Prince Arthur, at Halifax, on the 21st August last, he has not been idle, as the following record will show. During his sojourn he has received and replied to 161 addresses in Nova Scotia, New Brunswick, Quebec and Ontario,

12-4

TORONTO AND NIPISWAG RAIL

TAKE NOTICE, that Toronto and Nipiswag have this day authorized on the Subscribed Company, payable at the Bay streets, in the city the 1st day of November.

By order,

Toronto, Sept. 29, 1869

U X B R

MIL

GEO. W.

BEES leave to thank members for past patron and inform the Public in general.

Flourin

Is again running and Having put in one of Water Wheels and a S Cleaner; and having Class and olding Milk he can do

Grist

And Merchant work in ner. He has also arranged so as to chop every day Parties from a distance and chop ground, and coming early in the day

Cash for

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Uxbridge, Oct. 12th 18

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He had offered to give \$3,000 of debentures when 60 miles had been built, and the remaining \$20,000 when the road was completed to Brock. He was quite willing, as Reeve, to do away with the present By-law and submit a new one to the ratepayers. He did not wish to entail a large debt without getting the road.

After the conclusion of those speeches, the Directors and their guests repaired to the Town Hall, where they partook of the Luncheon which had been provided for the occasion. Luncheon being over, toasts were drunk, &c., and a good time enjoyed; after which the company separated for their homes.

Scott Township Council.

Oct. 14th 1869.

Council met pursuant to adjournment.

Members all present.

Reeve in the chair.

Moved by Mr. Graham, seconded by Mr. Graham that the Reeve grant his order on the Treasurer in favor of Mr. Wm. Cruthers to the amount of \$3.35 for sheep killed by dogs; and the further sum of 50cts. for money expended by him on roads. Carried.

Moved by Mr. Sinclair, seconded by Mr. Umphrey that the Reeve grant his order on the Treasurer in favor of Chas. Smith, an intelligent person, to the amount of \$10.00, and that Mr. Wm. Silverside, be, and is hereby appointed Commissioner for expending the same and to report to this Council at its next meeting. Carried.

Moved by Mr. Graham, seconded by Mr. Rowland that the Reeve grant his order on the Treasurer in favor of Mr. N. Graham for the sum of \$3.35 for 1 sheep killed by dogs. Carried.

Moved by Mr. Sinclair, seconded by Mr. Graham that the Reeve grant his order on the Treasurer in favor of Mr. John Moore, to the amount of \$7.00 for 2 sheep killed by dogs. Carried.

Moved by Mr. Umphrey, sec. by Mr. Graham, that the Reeve, Mr. Sinclair, Mr. Rowland and the Clerk be a committee appointed to transact all business in connection with By-law No.—having for its object the granting of a bonus to the T. & N. R. Co., and of preparing the Debentures for the same; and all business up to the ratifying of said By-law. Carried.

Moved by Mr. Sinclair, seconded by Mr. Rowland that an order be granted on the Treasurer in favor of R.A. Harrison for legal advice. Carried.

Moved by Mr. Sinclair, seconded by Mr. Umphrey that this Council adjourn *sine die*. Carried.

Alex. Evans, confined in Whitley jail for robbing Mr. Burns's shoe store, got out on Tuesday morning, but was captured by the turnkey next day.

Spring wheat, 9 entries; 1st R. Legg, 2nd M. Riseborough.

Barley 12 entries; 1st N. Graham, 2nd A. Dunn.

Large peas; 1st Ira Bateman.

Small peas, 5 entries; 1st A. Thompson, 2nd D. Thirsh.

Large oats, 2 entries; 1st R. Legg, 2nd C. Taffinier.

Small oats, 10 entries; 1st R. Legg, 2nd C. Taffinier.

Timothy seed, 1st T. Burnham.

ROOTS.

Turnips, 16 entries; 1st J. Pollard, 2nd D. Urquhart.

Carrots, 5 entries; 1st A. Thompson, 2nd W. Cruthers.

Mangold Wurtzel; 1st T. Pickering.

Bag of Potatoes, 14 entries; 1st W. Thompson, 2nd J. Rafferty.

IMPLEMENTS.

Set of horse shoes, 2 entries; 1st C. Muir.

DOMESTIC MANUFACTURES.

Full cloth, 7 entries; 1st J. Lemon, 2nd J. Armour.

Flannel, 8 entries; 1st J. Sisler, 2nd J. Lemon.

Blankets; 1st N. Graham.

Quilt, 4 entries; 1st Mrs. T. Wesley, 2nd Mrs. S. Umphry.

Coverlet, 4 entries; 1st J. Meek, 2nd N. Graham.

Mitts, 4 entries; 1st Mrs. D. Urquhart, 2nd J. Lemon.

Gloves; 1st Mrs. W. Thompson.

Wooden socks, 8 entries; 1st G. Vernon, 2nd B. Thirsh.

Skein of yarn, 6 entries; 1st Mrs. S. Umphry, 2nd Mrs. W. Thompson.

Rag rug; 1st Mrs. D. Urquhart.

Gents' shirt, 3 entries; 1st Mrs. J. Leask, 2nd Mrs. W. Townsend.

DAIRY PRODUCE.

Butter, 18 entries; 1st Mrs. T. Armstrong, 2nd Mrs. W. Thompson, 3rd Mrs. J. Meek.

Cheese, 3 entries; 1st Mrs. G. Vernon, 2nd Mrs. J. Meek, 3rd Mrs. G. Thompson.

Tub of butter, 6 entries; 1st Mrs. W. Thompson, 2nd Mrs. N. Graham, 3rd Mrs. G. Thompson.

GARDEN VEGETABLES.

Peck of onions, 4 entries; 1st A. Thompson, 2nd D. Urquhart.

Cabbage, 8 entries; 1st T. Pickering, 2nd J. A. Kinsay.

Beets, 7 entries; 1st J. A. Kinsay, 2nd S. Umphry.

Pumpkins, 7 entries; 1st D. Turner, 2nd G. Vernon.

Winter apples, 16 entries; 1st J. Arnold, 2nd W. Cruthers.

Fall Apples, 13 entries; 1st D. Urquhart, 2nd D. Turner.

Plums, 4 entries; 1st G. Thompson, 2nd T. Wesley.

Pears, 4 entries; 1st W. Townsend, 2nd G. Vernon.

On motion of Mr. Gould, sec. by Mr. Brander, the Council adjourned to meet again at Armitage's Hotel, on the 23rd of November next.

Changed Hands.

The Dry Goods business formerly carried on at Zephyr, by Mr. J. Nelson, has been purchased by our enterprising young friend, Mr. M. N. Dafee of Utica, who has made large additions to the Stock and is prepared to sell goods much below their usual prices. See Posters.

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WHAT PRINCE ARTHUR HAS GONE THROUGH.—Since the landing of H. R. H. Prince Arthur, at Halifax, on the 21st August last, he has not been idle, as the following record will show. During his sojourn he has received and replied to 161 addresses in Nova Scotia, New Brunswick, Quebec and Ontario, and attended 107 luncheons and *dejeuners*, and 39 balls. The Prince has also danced with 340 partners, received over 1,700 special bouquets, shaken 15,000 hands, given 69 presents, and has been elected an Indian Chief. He has shot 150 head of game, has travelled 4,800 miles, and has heard some 2,000,000 'God Bless Him.' All this to be accomplished in the seven weeks was pretty severe work; the Prince now desires peace and quiet to rest and recruit himself.

The saw mill of Mr. Wm. McNeil, in Lindsay, was destroyed accidentally by fire on the evening of the 11th inst. Loss \$2,500; insurance \$1,500.

Rev. Mr. Punshon is engaged to preach in Simcoe 14th prox.

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along the course of Vaal river, which, like other South African streams, is full of water only in the rainy season. In dry seasons its bed is visible.

This river rises in the Grakerburg mountains in the east, and is fed by several small streams along its course westward until it flows into the South Atlantic Ocean near Richtersveld. It is nearly one thousand miles long. Cape Town, the capital of this colony, is seven hundred miles distant in a south-westerly direction from this point. One of the branches of the Orange river flows north-westward from Hopetown, along the western boundary of O. R. Free State, and diamonds and precious stones are picked up along its course for its entire distance. The Oori or Limpopo river runs along the western boundary of the Transvaal republic, and empties itself into the Mozambique Channel. And as diamonds are picked up along its course, and along the beds of the streams which flow into it for a distance of three hundred miles, there can be no doubt that all that region, and probably other large portions of South Africa, is rich in precious stones. The natives are very friendly and provisions are abundant.

All the diamonds yet found have been found on the surface, but I have no doubt that explorers would do well here. There have been no expeditions sent out yet from this town, nor, so far as I am aware, from any other. With proper machinery for cutting and polishing, the chances for making fortunes here in a short time are, I think, very good. The diamond fields of this neighborhood are, in my opinion, far preferable to, and much more enticing than the nearly exhausted mines of Brazil.

Persons intending to explore this African solconda should take passage on vessels bound for Port Elizabeth, which lies on the south-eastern point of Cape Colony, and about four hundred miles from Hopetown, where they will receive instructions how to proceed further, and information regarding the diamond fields of the interior.—N. Y. Sun.

Hall's Arctic Expedition.

New London, Conn., Sept. 26.—The schooner *Cornelia* arrived at this port to-day, direct from Hudson's Bay, bringing three of the men who went out with C. F. Hall on the Polar exploring expedition. The doctor is also on the way home, in the barque *Isabel Gibbs*, of Fairhaven, bringing a number of relics of Sir John Franklin and his men. Among the latest discoveries were a large number of skeletons, and two of the boats of the Franklin expedition. Another despatch says that Captain Hall has a number of articles belonging to Sir John Franklin, including some spoons and a chronometer box. He was also successful in finding the skeletons of many of his men, and the remains of several of their boats. The skeletons and other relics were found on King William's Land. The *Cornelia* brought an anchor found at the extreme north, marked "E. S. 1776," which is supposed to have belonged to the first explorers. Capt. Hall found a native who claims to know all about the party. He says the ship was stove, and the crew took to their boats and went ashore, where their provisions were exhausted and they died from starvation. The ice and snow prevented Capt. Hall from making full explorations. He will return next summer and will further prosecute the search. The *Ansel Gibbs* will arrive at New Bedford in a day or two.

New Bedford, Mass., Sept. 26.—Capt. C. F. Hall, the distinguished Arctic explorer, with Ebierburg and Tookoolita, two Esquimaux, and their daughters, arrived at this port to-day in the ship *Ansel Gibbs*, from Repulse Bay, Aug. 23rd. Capt. Hall brings, as among the results of his five years' residence in the Arctic regions, the most interesting collection of relics to be seen in the north.

THE 1864 Markham Economist.

MARKHAM, THURSDAY, OCT. 21

TURNING THE FIRST SOD.

The first sod of the Toronto and Nipissing Railway was turned on Saturday last by the Hon. John Sandfield McDonald. The occasion was an interesting one.—Speeches were made by the Attorney-General, the Provincial Secretary, Mr. Laidlaw, Mr. Gillespie, (the Reeve of Brock,) and others. After the interest taken in this enterprise by the local government against the opposition of many of their supporters who professedly opposed all narrow gauge railways, it certainly seemed no more than reasonable, that on an occasion of this kind Mr. Geo. Laidlaw, who best knows their services, should have proposed a toast to the Ontario Government. He did so in one of his characteristic, sledge-hammer speeches, as it was styled by Mr. Sandfield McDonald, and as might be expected, it was duly responded to by Messrs. McDonald and Cameron, and the occasion turned to account in making their position before the country, as might be expected, no worse than it was before, whereupon the *Globe* pitches into the whole of them, and gives Mr. Laidlaw to understand that he has no business to compliment the Coalition Government under any circumstances, and the Government to understand that they have no right to defend their Coalition character on any occasion of this kind. And further, charges Sandfield with taking no interest in any public improvement west of Cornwall.—Now, we happen to know that Sandfield and Cameron both worked hard for this railway, and we can see no reason why Mr. Laidlaw should not do them a simple act of justice because they differ from him in their political views. It is this narrow, exclusive policy of the *Globe* that leaves us now at the mercy of the Tories in the Dominion parliament. When will the *Globe* get wisdom as a party leader.

PICKERING FALL FAIR.

The fall fair of the Pickering Agricultural Society, was held in the village of Brougham on Tuesday and Wednesday of last week. The weather was all that could be wished for the exhibition, and in consequence the attendance was large, more particularly on the second day. The exhibitors and visitors were on the ground in large numbers; but we cannot say that there were more than usually attend the Pickering fairs, as the township is noted for drawing together people from all quar-

the classes represented. There was also a very good display of agricultural implements. In consequence of the directors being disappointed in securing a canvas, a *crystal palace*, of large dimensions, was hastily put up, in which were neatly arranged the grain, roots, fruit, dairy produce, woolen manufactures, ladies' fancy work, &c. The roots and vegetables shown were large, solid and sound, the grain plump and of good color; the woolen manufactures and ladies' work were excellent, and would have done credit to either a county or provincial exhibition. Taken altogether it was a decided success. Appended is the prize list:

Class 1.—Horses.

JUDGES—Messrs. John Coxworth, Alexander Neilson and James Weir.	
Best draft colt, 2 years old, James Lawrie	3
2nd do, James Lawrie	2
Best draft colt, 1 year old, John Morrison	2
Best draft brood mare and foal, John Crawford	4
2nd do, Henry Mason	3
Best draft filly, 2 years old, D. Johnson	2
2nd do, W. Crawford	2
3rd do, W. Mason	1
Best draft filly, 1 year old, T. Palmer	2
2nd do, W. Mason	1
Best draft spring colt or filly, H. Mason	2
2nd do, John Crawford	1
Best draft horse in harness, W. Crawford	4
2nd do, John Morrison	3
Best general purpose colt, 2 years old, W. A. Forfar	3
2nd do, Wallace Walton	2
3rd do, Wm. Derry	1
Best general purpose colt, 1 year old, Adam Bell	2
2nd do, Isaac Brunwell	2
Best general purpose brood mare and foal, W. Galloway	4
2nd do, F. Thompson	3
3rd do, R. W. Thompson	2
Best general purpose filly, 2 years old, Jas. G. Thomson	3
2nd do, John L. Patterson	2
3rd do, John L. Patterson	1
Best general purpose filly, 1 year old, James C. Palmer	2
2nd do, W. Hutchinson	1
Best general purpose spring colt or filly, Adam Bell	2
2nd do, F. Thompson	1
Best general purpose horses in harness, Hugh Clark	4
2nd do, George Evans	3
Best buggy horse in harness, W. W. Walton	3
2nd do, Smith Thompson	2
3rd do, D. Pherrill	1

Class 2.—Ayrshire Cattle.

JUDGES—Messrs. John Weir, Robert Crawford and Thomas Annan.	
Best bull, 2 years old, W. Wholer	3
2nd do, James Lawrie	2
3rd do, W. Wholer	1
Best bull, 1 year old, James Lawrie	2
Best bull calf, W. Wholer	3
2nd do, James Lawrie	1
Best milch cow, James Lawrie	3
2nd do, James Lawrie	2
3rd do, W. Wholer	1
Best heifer, 2 years old, W. Wholer	3
2nd do, James Lawrie	2
Best heifer, 1 year old, W. Forfar	2
2nd do, W. Wholer	1

Class 3.—Grade Cattle.

JUDGES—Same as second class.	
Best milch cow, W. Hutchinson	3
2nd do, James Lawrie	2
3rd do, John Morrison	1
Best heifer, 2 years old, A. M. Secor	3
2nd do, James Morrison	2
3rd do, Elias Wood	1
Best heifer, 1 year old, James Lawrie	2
2nd do, John Little	1
Best heifer calf, John Morrison	3
2nd do, Elias Wood	1

Class 4.—Long Wool Sheep.

JUDGES—Messrs. Uriah Young, George Weidrick and Thomas Harding.	
Best ram, 2 shears, Francis Scott	2 50
2nd do, James G. Thomson	1 60
3rd do, James Lawrie	1 00
Best ram, 1 shear, John Elliot	2 50
2nd do, John Crawford	1 50
3rd do, W. Westney	1 00
Best run lamb, W. Wholer	2 00
2nd do, W. Wholer	1 00

2nd do, Joseph Arms
3rd do, W. Forfar
Best 12 fall pears, A.
2nd do, Joseph Arms
Best 12 winter pears,
2nd do, John Elliot
Best peck onions, W.
2nd do, John Holmes
Best 3 water melons,
2nd do, D. R. Thomas
Best 3 mammoth pump
Best 3 small pumpkin
2nd do, J. S. Palmer
Best 3 citrons, R. Dav
2nd do, Jos. Armstrong
Best 6 bunches grapes
2nd do, John L. Patte

Class 11.—

JUDGES—Same as cl
Best 6 lbs butter, Jas
2nd do, John L. Patte
3rd do, Simpson Rem
4th do, James Patton
Best cheese, W. Forfar
Best bread, James G.
2nd do, Wm. Mason

Class 12

JUDGES—Same as cl
Best pair harrow, Jo
Best gang plow, Arch
Best lumber wagon,
Best democrat wagg
Thos. Crompton

Class 13.—

JUDGES—Same as cl
Best set horse shoes
Ley
Best six yards home m

Class 14.—L

JUDGES—Miss Ann
and Miss E. Hough.
Best braiding, Miss H
2nd do, Miss E. Patte
Best dress cap, Mrs. W
2nd do, Mrs. T. West
Best crochet work, M
2nd do, Mrs. W. Mac
Best embroidery in m
Best embroidery in si
Best feather flowers,
Best bouquet flowers,
Best hair flowers, Mrs
Best wax flowers, M
Best paper flowers, M
2nd do, Miss H. Tho
Best hat Canadian str
Thomson

2nd do, Mrs. A. Bell
Best hearth rug, Mrs.
2nd do, Mrs. W. Mac
Best fancy knitting, M
Best netting, Miss H.
2nd do, Mrs. D. E. Th
Best quilts in piece w
ston

2nd do, Mrs. W. John
Best tatting, Miss H.
2nd do, Miss H. Tho
Best Berlin wool work
2nd do, Miss H. Tho
Best Berlin wool, raise
2nd do, Mrs. W. Mac
Best gent's shirt, Mrs.
2nd do, Miss H. Wes
Best leather work, M
Best coverlet, woven,
Best monochromatic
Thompson
Best crystal painting,
2nd do, Miss A. Tayl
Best moss work, M
Best 2 pair woolen soc
2nd do, Mrs. W. Ferri
Best 2 pair mittens, M
Best cone work, Mrs.
2nd do, Miss A. Tayl
Best bead work, M

WHITCHUR

The above Coun
Ringwood, on Satu
Members all pre
Randall, Esq., in th
Minutes of last
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The Treasurer sta
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for \$410.53—the a
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To Our Subscribers.

Parties who are in arrears for the Subscription of the JOURNAL, will be kind enough to call and settle the same at their earliest convenience. Those who intend sending wood for said subscription, will please do so next week.



THE UXBRIDGE JOURNAL

Wednesday Morning, Oct. 27th, 1869.

TORONTO & NIPISSING RAILWAY.

SPECIAL TELEGRAPH TO JOSEPH GOULD, ESQ., UXBRIDGE.

"The contract for building the Railway to Uxbridge is let to John Ginty & Co. Ties and fencing to Edward Wheeler—good security taken. The contract will be finished to Uxbridge, 15th of August next. God save the Queen and forgive Malcolm."

G. LAIDLAW.

Our townspeople were most agreeably aroused on Saturday evening last, at about the hour of seven o'clock, by the receipt of the above telegraph. And in appreciation of the good news received, Bonfires were lighted, Cannon fired, and general rejoicing kept up till a late hour in the night. All parties seeming to rejoice that the obstinacy and ill advised policy of our friend, the Reeve of Brock, was not able to prevent the building of the Road to Uxbridge.

Now that the construction of the Road to this place is a certainty, the tenders being let to such responsible parties as Mr. John Ginty & Co., and Edward Wheeler, Esq., we have the assurance that it will be completed in time to carry next years' harvest to the Toronto market. We therefore think that the rejoicing of our citizens was well timed and not without reason, particularly when we recollect the struggle, the energy and the efforts put forth by the people of this Township and Village to promote this enterprise. It is not unnatural for people to brag and blow a little about themselves and what they have done; but we do not think that we should be charged with an over amount of vanity, if we should say that Uxbridge has done far more in proportion to her wealth, than any locality on this or the western line to further these undertakings. Our Township is small, the land not extra good and but thinly settled, yet the moment her people saw a prospect of getting this

the road, and is willing to give the amount necessary to get it. We know that the Municipal Council wants it as well; but—but—but the Reeve has not confidence. He is afraid the road will not be built through the township, but that it will terminate at Uxbridge. He cannot see in all the energy put forth in Toronto, any assurance that the road will be built through Brock. The sympathy of the Government, the pledges of the Board, backed by all the best men in Toronto don't inspire his confidence; he is suspicious, he is doubtful, at least he says so. He will put the \$50,000 in the Bank subject to his own order, and asks the Board to accept that and give them the road. We may say to the Reeve of Brock, that we have been taught that men who were always suspicious of others, were the very men who should be most suspected; and we can assure him that he never will get a Railway through Brock in the way he proposes; for if he cannot trust the Board, Trustees and Citizens, shackled as they are by Act of Parliament, we fear that the Board will hardly trust him so far as to make themselves liable for the \$50,000 by letting the contract through that township before the Debentures are in the hands of the Trustees.

But while we are glad that the obstinacy of one or two men in the Brock Council cannot stop the road altogether, yet we are exceedingly sorry that they have not put in their bonus the same as other townships have done, so that the contracts might be let over the whole line at once and the same time. We know that the tenders are in for the construction of the whole line, and would have been let only for the obstinacy of that very suspicious man, the Reeve of Brock. However, if the Brock Debentures are put in soon, the contract will at once be let and the road built through the Township. The Company have plenty of means with the bonuses to build the road, and it does seem strange to us that there should be any doubt or hesitancy on the part of any township to put in her Debentures; besides it strikes us that it is a little like under authority to withhold the means when the people say by all means give it. We are satisfied that if the Road terminates here, we will personally receive a greater benefit from it, than if continued through Brock, yet we do sincerely hope that our Brock friends will re-consider the matter and so modify their demands that the Board may accept their terms, and the work go on at once.

Credit Sales.

A Remarkable Case.

A MINISTER CHARGED WITH THE MURDER OF HIS WIFE TO OBTAIN THE INSURANCE ON HER LIFE.

(From the Chicago Tribune.)

The indictment of "Rev." Isaac B. Smith, of Turner Junction, by the grand jury of Kane county, for the alleged murder of his wife, brings before the courts and the public one of the most remarkable cases which has ever arisen in the country. Mr. Smith has been ten years in the ministry, five of which were spent in New England. Since last November he has preached at Turner Junction on a salary of eight hundred dollars a year, and had just previously preached at Algonquin on a salary of four hundred. Yet, out of these slim resources, he had undertaken to maintain an insurance on his own life for \$10,000, and on that of his wife for \$9,000, and to build a house worth \$6,000, borrowing and paying the interest on the entire cost.

The interest on the cost of his house being \$600, and the premiums necessary to maintain his policy of insurance being several hundred dollars more, the reverend gentleman seems to have utterly disregarded his own prospects as to solvency or, to have had a singularly accurate foresight of his wife's unexpected death, and of the sum of \$9,000 which it would place in his hands. Except in such a contingency, the reverend gentleman had provided for an expenditure in interest and premiums on his life insurance which would be several hundred dollars in excess of his salary, to say nothing of his expenses of supporting and clothing himself, wife and two children. On the other hand, the timely death of Mrs. Smith not only pays for his house in full, but leaves him \$3,000 to furnish it. Under these circumstances, in the early part of June last, Mr. Smith, with his wife, drove in a buggy to a ministers' meeting at Elgin. During the evening they sat out together, in like manner to go to the house of his brother in law, Mr. Benton, about two miles out of Elgin. At half past nine that evening, Mr. Smith arrived at Mr. Benton's house alone, much excited, asking if his wife had arrived, and saying that they had been overturned in a stream and thrown out, and, as he had not been able to find his wife afterward, he thought she might have come on, and reached the house before him. He followed up this with several inconsistencies, as he drove his horse into the stream to drink, though there was water at the stable he had just left, and also that to which he was going; that his horse was so headstrong that he could not keep him from going into the water, and that the water looked so good, he drove in; that the horse dragged him under the water across the stream twice, the wheel passing over him and the horse stamping him under foot, but that these injuries left no marks whatever on his person; and that he could not find Mrs. Smith, though those who returned to the

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On the occasion of the recent explosion in the City he met very many and very many. The balloon to its utmost extent repairs to one or two Headley, who out of the car, ables, instrum tissue paper u ing and deces and as he step he could tra those who hac the balloon sh carried it to within a few of wind was t moment after falling. The when lost to Mountain say intensely cold was one swim interspersed w frost work on The earth was up his handke shreds he beca passing upwar and along wit eastward towa he might be c without a pou descent, he rea with the inten gradually. T would not op had frozen the the pressure f whole strengtl strong pull on the iron staple valve, the rep car. The ball er than ever. cloud, which v heavens above shining as bri But little tim He had attain miles. The l when the exp the gas would valve below, was fearful of the lake with tions for such hoop overhead only to find t ground. Clin hand, with th some exertion rent in the ba or fifteen feet the opposite scended to the

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locality on this or western line to further these undertakings. Our Township is small, the land not extra good and but thinly settled, yet the moment her people saw a prospect of getting this road they fully appreciated the advantages offered and went in earnestly and energetically to get it. They promptly voted a donation in aid of the Road of \$50,000; and the moment the Stock Books were opened, subscribed the very liberal sum of \$11,000. In addition to this, some of the principal men spent a good deal of time and money in canvassing other localities for bonuses; and now that it is a success we feel that we should rejoice.

Toronto has done admirably in this matter and deserves the hearty thanks of every Farmer, Merchant, Mechanic, and in fact every individual on the whole line. Her leading men have taken hold of those Railway enterprises with an energy and perseverance that is truly surprising. Nothing ever before mooted in this City has been so universally admired by public opinion as these Railway projects. Her ablest Lawyers and Statesmen, with members of the Government, have volunteered to go time and again into every Township along the line of both the Toronto & Niagara and the Grey & Bruce Railways, to tell the people what to do, to tell them what every man in those townships knew before, that these roads would be the best investment they ever made. If they could get them, that they could have a Railway running through each township for a bonus of less than \$5,000 per mile and have twenty years to pay it in; and that the new property created by said road would doubly pay the debt before the time was expired. This is what the city of Toronto has been working for with all her power for the last two years. She has been trying to make those townships rich, and in many instances, trying to make them rich despite themselves. This evidently is what she has found herself obliged to do in some townships; such as Whitechurch, Scott and Reach. Whitechurch refused to be made rich by this road, but will be notwithstanding. Scott refused more than one-half her fair quota but will get all the advantages. Reach seems not likely to give anything, but will "Laugh and grow Fat." And Brock, what else say of her? She is the best and longest township on the whole line, the farthest from market, and the one that would receive more advantages from the passing of this road through it than any other two townships on the line. Shall we say she wants Toronto

modify their demands, that the Board may accept their terms, and the work go on at once.

Credit Sales.

WEDNESDAY, NOV. 3RD.—Credit Sale of Farm Stock, Implements &c., on Lot No. 3, 3rd Concession of Scott, the property of G. Huntington Esq.

WEDNESDAY, NOV. 16TH.—Credit Sale of Farm Stock, Implements &c., on Lot No. 11, 4th Con. Scott, the property of Messrs. Jacob & John Taylor.

Harper's Monthly.

This excellent Magazine, from Tunis & Co., (Clifton, for November is to hand. It contains a good selection of reading matter and general information.

Selling off at Cost.

Mr. T. Balster, Jr. is selling off his Stock of Dry Goods, &c., at cost prices. Parties requiring a good article at a low figure, would do well to give him a call.—See Posters.

Railway Supplies.

Messrs. E. Wheeler of Stouffville, and Geo. Wheeler of Uxbridge, are now prepared to let contracts for furnishing Ties and Fencing Material on the line of Railway from Scarborough to Uxbridge, and request all parties interested, to make immediate application. See Advertisement and Posters.

Snow Storm.

On Sunday night last, snow fell in this locality to the depth of several inches. During Monday, it melted considerably; but on Tuesday it came down again in real earnest, covering the ground with a heavy coat; and as a proof of this assertion, the merry tinkle of the bell may be heard in the sleighs plying and replying over the smooth surface caused by the heavy frost last night.

Donation Party.

Our esteemed friends, the Rev. Mr. G. Miller and Lady were visited at their residence by about 75 persons last evening, and presented with a purse containing over \$25, with other valuable articles. Mr. J. C. Fawcett presented the purse, with a very feeling speech, to which Mr. Miller made an appropriate and eloquent response. The ceremony of presentation being over the visitors, notwithstanding, after which games and were participated in until a late or rather early hour this morning; and if we should judge from the merry laugh of some of the younger portion of the Company, every one enjoyed themselves immensely.

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An enormous moose has been killed by Mr. Seger, of Ottawa, on the upper

under the water across the stream twice, the wheel passing over him and the horse stamping him under foot, but that these injuries left no marks whatever on his person; and that he could not find Mrs. Smith, though those who returned to the scene of the accident or murder found her lying within twelve feet of the buggy, and the horse quietly standing in the middle of the stream, the buggy being turned up and resting on two wheels. The most singular discrepancy of all is that Mrs. Smith could have drowned, without violence, in water only seven-tenths of an inch deep, and without her husband even knowing whether she was hurt or not. Mr. Smith concealed from his friends that there was any insurance whatever on her life until they learned otherwise of a policy of \$3,000, which Smith, and then, when asked by a lady was paid by the Northwestern Life to Mr. of his congregation, whether there was other insurance, denied it point blank, lest, as he says, it should make talk. Immediately upon her death, and before her burial, he gave orders for resuming the work on his house, which had been stopped for the want of funds, and immediately after her burial, he arranged a pleasant tea party, which was given to himself by the ladies of his congregation. Most of the facts of the case were shortly after published in a Chicago paper, whereupon Mr. Smith professed great indignation, and threatened a libel suit; but no such suit had been brought. He also circulated among his congregation, for their signatures, a paper certifying their belief in his innocence, which several signed, never having heard the facts relative to the insurance on his wife, or Mr. Smith's pecuniary embarrassments. Mr. Smith is a passably good featured man, of clerical and orthodox appearance, who looks his profession well, though with a cast of hardness or severity in his countenance. We give the facts without coloring, as they are reported, and as they were promptly presented before the Grand Jury. Immediately upon the finding of the indictment Mr. Smith surrendered himself to the Sheriff, and has ever since been a voluntary prisoner at the Sheriff's house.

SUICIDE AT PORT DALHOUSIE.—A man by the name of Richard Harris, wagon maker, has committed suicide here by shooting himself with a musket. After taking his dinner, he took his musket and went out to his yard, took off his boot and sock, tied a cord to the trigger of his musket, placed his foot in the loop of the cord, held his forehead to the muzzle of the musket, and pulled it off with his foot, blowing the whole top off his head and killing himself instantly. His little girl saw him just as he committed the act. The jury have brought in a verdict in accordance with the facts. He was an industrious, sober man, and leaves a wife and seven children, four of whom are small.

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