

own pen. The writer vouches for the fact that the production was absolutely and entirely destroyed. The proposal for its destruction originated with Mr. Murray's father, and it was instigated by "his regard for Lord Byron's memory, and respect for his surviving family." This scruple was supported by the conviction that "the publication might be injurious to the former and painful to the latter." We are further informed that "the friends of Lord and Lady Byron united in wishing for its destruction." The following persons were previously consulted, as a matter of courtesy, and were present at the burning—"Mr. Hobhouse, as executor and friend of Lord Byron. Colonel Doyle, as a friend of Lady Byron (who actually had offered £2,000 for the MSS., which she did not pay); Mr. Wilmot Horton, as friend to the Hon. Mrs. Leigh; my father, and Mr. Moore, who alone for some time opposed the destruction." The MS. was, at the time of its destruction, the absolute property of Mr. Murray (the father of the writer) having been purchased by him in November, 1821, from Mr. Moore (to whom Lord Byron had given it) for £2,000, in consideration of which sum Moore covenanted to edit the papers, and to supply an account of the subsequent events of Lord Byron's life. On May 6th, 1822, however, a second deed was executed, at Mr. Moore's request, giving to him the power of redeeming the MS., "during the life of the said Lord Byron," on the repayment by either of them of the £2,000. This condition Moore did not fulfil; consequently his interest in the MS. entirely ceased on Byron's death; by which event the value of the MS. was greatly enhanced, probably doubled. This fact no

We understand that the Presbyterian friends of this place gave their Pastor an agreeable surprise on Thursday night last, in the shape of some valuable presents. The company was large, consisting principally of elderly people.

The Ontario Carriage Works.

The attention of our readers is respectfully called to the advertisement of Mr. James Euaney, of the Ontario Carriage Works, Prince Albert, which appears in another column of this issue.

Masonic Lodge.

We understand that the Masonic Brethren have opened a lodge in this place. Meetings will be held at Annand's Hotel on Monday's; on or before the full moon in each month.

Toronto & Nipissing.

It is with a certain amount of pleasure we notice the energy with which the work on this line is being pushed forward. The purchases of the "Right of Way," Location of the road and other works are progressing rapidly. This evidently shows that the men at the helm, thoroughly understand their position, and are bound to have the work pushed forward as fast as possible.

Educational.

We are pleased to learn, that at the May and October sessions of the Ontario Board of Public Instruction, the following students of our Grammar School obtained a creditable position, and of the five Grammar schools in the County; that of Uxbridge occupies the second place in this respect.

Eliza Bigham, 1st Class A, John Brethour, 1st Class A, John Harrison, 1st Class A, (York Board), Christopher Collins, 1st Class B, (York and Ontario Boards), George Hewitt, 2nd Class A, Sarah Bates, 2nd Class A, William Armstrong 2nd Class A, Ira Yake, 2nd Class A.

weapons than those he has been using hitherto." We trust that under these circumstances this unfortunate man will be muzzled at once, for we are anxious that no tragical encounter, either of a physical or literary kind, should grow out of the election. Leaving Sir Francis' friends, however, to secure him out of the way of his fearful adversary, we may remark that the allusion to drunkenness which has excited so much wrath at Toronto, does seem to have been quiet as eccentric a manifestation as the rest of the St. Michael and St. George performance upon the banks of the Ottawa river. One would imagine that Her Majesty's Canadian Cabinet was a Teetotal Lodge; the Premier, a Past Grand Sir, of the purest pump; and his new colleague one whose long continued abstinence had earned him an invitation to take honorary rank in this ascetic community. How great must have been the astonishment, we might, perhaps, say the pain of Sir John to learn unexpectedly that his Finance Minister objects to intemperate people. Why, all the Clear-Grits, Independents, and Annexationists in the country do not, in the aggregate, entertain ideas equally subversive of all the traditions of this monarchical government. We beat back the Fenians once; but how are we to do it again, if the means are denied us by these revolutionary opinions about drink? If we may judge from the past, an average of about three very hard cases is absolutely necessary in any Cabinet to insure its efficiency, especially during time of war; and it is only too evident that Sir Francis will have become sadly degenerate from his pristine capacity for serving his country, if he is really going in for what we may call a maudlin sobriety. He ought to have allowed the Premier to have judged of the effects of his change before he finally committed himself to the acceptance of such novel ideas. Upon the whole, therefore, Sir Francis may perhaps as well be exterminated by the *Telegraph* editor; for he certainly cannot live long with his watery principles in the existing administration.

from her friends as she learn her a death. T as above: Convince first husband image knowing she resolve to seek out with then implore his bosom, fr wrongfully this detest little all, tedious joy America, a few days a dren. R that we ol from her. in St. Paul on her jou The lady and retains won the he We suppress out of regai we give the our citizens of one of th River settle Mr. Pete Usborne, C the 28th ult summer's v besides imp horses. M water on u the barn, buildings w A valuable troit on Th although onl 5 feet throu is to be cut quality prov of the manu to exceed 31

Ux Jo - 1st Nov 1869

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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 word for said subscription, will please do so next week.



THE OXBRIDGE JOURNAL

Wednesday Morning, Nov. 3rd, 1869.

THE OPINION OF THE WHITBY "GAZETTE" ON THE NIPISSING.

We hardly believe that our friend of the *Gazette* knew rightly what he was talking about in his last week's issue while commenting on the Nipissing Railway and the Reeve of Brock. He says that "the interest of the Rate-payers of Brock are more to the worthy reeve than the cajoleries of the Toronto press, &c." Is our contemporary satisfied in his own mind that "the worthy reeve" is guarding the interests of the Rate-payers, in acting in the manner in which he has done, or is he working an electioneering scheme? Is the editor foolish enough to believe that this course of procedure meets with the approbation of the Rate-payers of Brock, or is he trying to comfort himself with the thought that if they succeed in getting their tool petted up so as not to hand over the Debentures that it will prevent the construction of the great Toronto & Nipissing Railway and thereby forward their own three copper road? If so; we are happy to inform our friend that it does not by any means meet with the approval of the rate-payers of said Township, nor is it going to interfere with the construction of the road.

We have it from good authority that our friend, the Reeve, does already regret the position he has taken with regard to the road; and if it was not for his stubborn disposition, he would hand over the Debentures and allow the road to be built through the Township without further delay. But no! he has said he will not hand them over—not but that he should do so—but, simply because he has said so, and must stick to his word, whether the interests of the township are sacrificed or not.

the Toronto & Nipissing, until such times as good security is given." There he shows his wisdom again. Has not the law provided all the security necessary? Other Municipalities had asked no more. The law had provided that the money should be used on every mile from Toronto to Cobosconk, 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. 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 is well known that the money was to be expended *pro rata* along the whole line.

A Faint Retort

The last issue of the *Standard* shows us that its Editor has again ventured to comment on the "Nipissing," but so faintly. It is sufficient however, to show the spirit that lurks beneath. He better try again.

Thanksgiving Day.

Next Friday, Nov. 5th, will be observed in this place as a general holiday. It is expected that all business will be suspended, so as to give parties an opportunity of attending the Services which will be held in the different churches during the day.

A New Firm.

It will be seen by reference to our advertising columns, that Messrs. Parrish and Patterson have entered into partnership for the purpose of carrying on the Tanning and Currying business in this place. The business will be conducted as formerly, while in the hands of our respected townsman, Mr. S. Parrish, but now on a more extensive scale.

New Goods.

Mr. W. J. Smith, has now on hand, in addition to his Stock of Groceries and Provisions, a good assortment of Dry Goods, Ready Made Clothing, &c., which he offers very cheap.—See small bills; also advertisement in next issue.

To Sportsmen.

A Grand Shooting Match will come off at the Commercial Hotel, Oxbridge, on Tuesday, Nov. 9th. About \$100 in prizes, with Pigeons, &c. is to be shot for.

Terrible Shipping Disasters.

By the arrival of the ship *Lavina* from Havre, we learn of a sad disaster at sea, accompanied with loss of life. The captain of the *Lavina* Davis reports that on the 18th September, when in lat 44 N., lon. 31 W., he saw a large vessel, apparently either French or Spanish, suddenly founder, taking with her every soul on board. The ship went down so suddenly that there was no time for the boats to be got out. Immediately after she went down a large quantity of cocoa-nuts came to the surface, and floated over the scene of the disaster. News of the wreck of a whaling vessel in the Atlantic, and the loss of the captain, his wife and two children, and nineteen of the crew, has been brought by the *Flaworth* from Penang. The ill-fated ship's name was the *Susan N. Smart*, and she was owned in Boston, U. S. The captain of the ship *Flaworth*, which has arrived in the Thames from Penang reports that the whaling schooner, *Susanah Smart*, belonging to Boston, United States, capsized in the Atlantic during a terrible hurricane from the south-west. Nineteen of the crew, with the master's wife and two children, were drowned. The remainder of the crew (four men and the captain) clung to the vessel and were rescued by the *Flatworth*. Intelligence has been received in Liverpool to the effect that a large quantity of wreck had been washed ashore on the coast near Exmouth. Amongst the wreck was the quarter-board of a ship, with the word 'Red Jacket' painted on it, and also the portion of the poop of a large ship. The *Red Jacket*, a ship of nearly 2,400 tons, and once on the White Star line of Australian clippers sailed from Cardiff on the 11th of September with a cargo of coals for Bombay. On Tuesday night a serious collision occurred in the North Sea between the brig *Agriculteur*, of Nantes, and the screw steamer *Black Diamond*. Three men are reported injured, and the *Agriculteur* was so much damaged that she had to make the nearest port (Yarmouth), which she reached in safety. The *Black Diamond* resumed her voyage. The *Jane Anderson* bound from Cronstadt to Hartlepool, and the *Don Gleister* have also been seriously damaged by collision. The French schooner *Adele Stephanie*, with beans, for Goole, was capsized on the Humber, off Heesle, on Thursday about four miles from Hull, whilst being towed. The pilot, a customs' officer, the mate, and cabin boy were drowned. The steam-tug *Prudhoe*, has landed at Hull Captain Broussard and three men, part of the crew of the *Adele Stephanie*, from Arguillon, with beans for Goole, which vessel had capsized off Heesle. Four men lost their lives, a Hull pilot named Carter (married and large family), a customs officer named Pamphlet, and two of the schooner's crew. The captain of the *Prudhoe* reports that the schooner was

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The "worthy reeve" must know that the Company are in a position to build the road and could do so without the aid of the Brock Debentures, if so inclined; but no, they do not intend to build a Road through their township without proper assistance. There are other localities north of us, who are anxious to give bonuses and get the road. The north of Reach for instance are willing to give a bonus of \$20,000, providing the township can be divided. "They have been long enough under the thumb of their "Township Fathers" or as it happens this time, their "Village Fathers" who have saw fit to arrange public matters to suit the interests of a few of the wealthiest class in the Villages. They are building this Port Whitby and Port Perry road which they must know cannot pay running expenses when cut off on every side by other roads; and are not only taking the \$30,000 voted them by that township, but are going to get the \$10,000 voted for the construction of a branch to Uxbridge! Why, how are they going to get that, when the vote polled so recently said no, by an overwhelming majority? It seems that the By-law for the construction of the Branch to Uxbridge specifies that after three miles of said branch is graded that the Company are entitled to the \$20,000. This is all very well, even if they would build the branch. It would be of a certain amount of satisfaction to the people although not a benefit; yet they would know they were getting what they voted for. But, as we are told by some of the leading men on that line, they can grade three miles of the branch, commencing at Port Perry, bearing a little north and striking the Centre Road at a distance of about three miles from that Village, which will meet the requirements of the By-law, entitle them to the \$10,000 and make a first-class road into Port Perry, with an expense of about \$500 per mile. When such a course as this has to be resorted to in order to get the road, we are not surprised at the rate-payers of North and West Reach being anxious to get free from that section of the township, nor at the *Gazette* in blarneying Mr. Gillespie up a little, in order, as he thinks, to advance the interests of the

Provisions, a good assortment of Dry Goods, Ready Made Clothing, &c., which he offers very cheap.—See small bills; also advertisement in next issue.

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Removal.

We have been requested to state that the establishment of Mr. S. Schönlank will be open only until Saturday night next, unless further notice is given.

An Accident.

On Monday last, while Jonathon Gould, son of Joseph Gould Esq., with his sister Mrs. H. A. Crosby and child were driving along the road a little south of the Village in a buggy, and while crossing the pond, one of the draw-bolts gave way, separating one side of the shaft from the axle which caused the buggy, when drawn by one side, to run into the pond, drawing horse and driver along with it. Mrs. Crosby, very fortunately had presence of mind enough to spring with her child from the conveyance, but only in time to save herself and see her brother, with the horse and buggy sink out of sight in about twenty foot of water. The young man however rose again quickly, when a lady friend who had heard the alarm and came to the scene of action, caught hold and held him while in the water till he had succeeded in getting the horses head above water, and sufficient assistance had arrived to help them out of their dreadful predicament. No damage was done, with the exception of the buggy being considerably broken and a bad cut the horse received in one of his front legs.

We think with this warning, which undoubtedly might have been worse, the authorities will have a railing put on the side of the road at once.

Mr. James Smith, of Whitby, on the eve of his departure from Whitby to London, was presented by his Masonic brethren with a handsome jewel and address.

A large quantity of hay was lost by the recent rise of the waters in the vicinity of Lake St. Peter.

A pork butcher at Sheffield has been sent to prison for six months for making sausages of horse flesh.

Ducks are said to be very abundant on Lake St. Peter this year, particularly in the vicinity of the Berthier Islands.

The congregation of the Bible Christian Church, Oshawa, gave their pastor a social and presentation a few evenings ago. He was presented at the close of the entertainment with a magnificent cake, in the top of which was a nest containing nearly fifty dollars.

A refreshing story is told by the London *Times* of the state of education

The pilot, a customs' officer, the mate, and cabin boy were drowned. The steam-tug Prudhoe, has landed at Hull Captain Broussard and three men, part of the crew of the Adele Stephaine, from Arguillon, with beans for Goole, which vessel had capsized off Hessel. Four men lost their lives, a Hull pilot named Carter (married and large family), a customs officer named Pamphlet, and two of the schooner's crew. The captain of the Prudhoe states that no bottom could be found at the depth of fourteen feet whilst the schooner was only drawing ten feet. The four of the crew were rescued by lines thrown from the tug, and were provided for by the French consul at Hull. The lost vessel was seventy-eight tons register.—*Times*, Eng.

Horrible Scene on a Coolie Ship.

The St. Helena *Guardian* of the 2nd ult. relates a sad story, perhaps the saddest that has ever been recorded in this traffic of human flesh. The French barque *Tamaris*, Captain Rannie, left Macao on the 6th February, 1869, with 300 emigrants, a Chinese doctor and a Portuguese interpreter, besides eighteen in crew. According to the account of those of the seamen who are still on board the *Tamaris*, everything passed on pleasantly until within about 270 miles of the isle of Java, a revolt broke out among the free emigrants, who seemed to have got the best of it, the crew taking to the boats, deserting the ship, and leaving their unfortunate captain, who either did not wish or was not able to abandon his ship, a ready prey to these enraged semi savages. What happened to the unfortunate captain we cannot learn for certain; according to the interpreter on board the *Tamaris*, he was cut up and thrown overboard. Thirty days these savages remained in possession of the ship, when they were captured by a Dutch man-of-war, which had been sent in pursuit. The Dutch found a Chinese established in the late captain's quarters, but could not discover the slightest trace of M. Rannie. They placed him and the other leaders of the revolt into irons, and took the ship to Padang. At Padang the remains of the former crew, who had landed in Java, re-joined their ship. A new captain and chief officer was appointed, and the ship started in pursuit of her destination on the 15th June. By this date the number of Coolies had been reduced, by arms and disease to 245. Out of this number scores jumped overboard and committed suicide, when they found that they were to proceed on their voyage. Scores of others have died of what a Coolie ship captain phlegmatically would call, the effects of opium. There now remain on board the *Tamaris* seventy-five emigrants alive. Much as we must abhor the murder and wholesale loss of life on board this ship, we would almost hail the occurrence as a blessing to humanity, were those who are now engaged in this horrid trade to take a lesson from this story and abandon it for ever. If the charterers of this ship are not inclined to

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not pay running expenses when cut off on every side by other roads; and are not only taking the \$30,000 voted them by that township, but are going to get the \$10,000 voted for the construction of a branch to Uxbridge! Why, how are they going to get that, when the vote polled so recently said no, by an overwhelming majority? It seems that the By-law for the construction of the Branch to Uxbridge specifies that after three miles of said branch is graded that the Company are entitled to the \$20,000. This is all very well, even if they would build the branch. It would be of a certain amount of satisfaction to the people although not a benefit; yet they would know they were getting what they voted for. But, as we are told by some of the leading men on that line, they can grade three miles of the branch, commencing at Port Perry, bearing a little north and striking the Centre Road at a distance of about three miles from that Village, which will meet the requirements of the By-law, entitle them to the \$10,000 and make a first-class road into Port Perry, with an expense of about \$500 per mile. When such a course as this has to be resorted to in order to get the road, we are not surprised at the rate-payers of North and West Reach being anxious to get free from that section of the township, nor at the *Gazette* in blarneying Mr. Gillespie up a little, in order, as he thinks, to advance the interests of their own scheme. The inhabitants of North Reach expect, even if they do get a division of the Township, to have to pay their share of the amount appropriated for the construction of the P. W. & P. P. Road; yet they are willing to give a bonus to the Toronto & Nipissing, as that is the road they are to receive the greatest amount of benefit from.

In the estimation of our contemporary, the Reeve of Brock has "done exactly right in withholding the Debentures of

and see her brother, with the horse and buggy sink out of sight in about twenty foot of water. The young man however rose again quickly, when a lady friend who had heard the alarm and came to the scene of action, caught hold and held him while in the water till he had succeeded in getting the horses head above water, and sufficient assistance had arrived to help them out of their dreadful predicament. No damage was done, with the exception of the buggy being considerably broken and a bad cut the horse received in one of his front legs.

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A refreshing story is told by the *London Times* of the state of education in the British navy. It appears that when the French fleet visited Spithead, the admiral in command of the English fleet signalled to all the officers of the squadron who could speak French to accompany the pilots on board the French vessels. But one officer answered the signal.

A reward of £100 is offered for the apprehension of Charles G. Wilson, a clerk in the employ of a firm of Greek merchants in Liverpool, who is charged with stealing £400, and with having committed extensive forgeries. He is said to have associated with bettingmen and lost heavily on the turf.

to have got the best of it, the crew taking to the boats, deserting the ship, and leaving their unfortunate captain, who either did not wish or was not able to abandon his ship, a ready prey to these enraged semi savages. What happened to the unfortunate captain we cannot learn for certain; according to the interpreter on board the *Tamaris*, he was cut up and thrown overboard. Thirty days these savages remained in possession of the ship, when they were captured by a Dutch man-of-war, which had been sent in pursuit. The Dutch found a Chinese established in the late captain's quarters, but could not discover the slightest trace of M. Ranuie. They placed him and the other leaders of the revolt into irons, and took the ship to Padang. At Padang the remains of the former crew, who had landed in Java, rejoined their ship. A new captain and chief officer was appointed, and the ship started in pursuit of her destination on the 15th June. By this date the number of Coolies had been reduced, by arms and disease to 245. Out of this number scores jumped overboard and committed suicide, when they found that they were to proceed on their voyage. Scores of others have died of what a Coolie ship captain phlegmatically would call, the effects of opium. There now remain on board the *Tamaris* seventy-five emigrants alive. Much as we must abhor the murder and wholesale loss of life on board this ship, we would almost hail the occurrence as a blessing to humanity, were those who are now engaged in this horrid trade to take a lesson from this story and abandon it for ever. If the charterers of this ship are not inclined to profit by the moral lesson of the story of this voyage, they will most probably have to learn by the pecuniary one it teaches them.

Proposed Abduction of Prince Arthur by the Fenians.

The Fenian Brotherhood held two meetings on September 12, at the Fourth Street headquarters. The circles of the Manhattan district met to transact ordinary business, and the executive committee assembled by special call. General O'Neil, R. McCloud, B. J. McEhan, James Gibbons, E. L. Cary and others, were present. Although the

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day of December, 1869, to pass a by-law to authorize the closing, stopping up and sale of part of the Old Kingston Road, across Lot No. 28, Concession B of the said Township.
The public are hereby required to take notice and govern themselves accordingly.

JOHN CRAWFORD.

Stouffville, Nov. 4, 1869.

Issue 172 1
675 5

Toronto and Nipissing Railroad.

SUPPLIES wanted from the Grand Trunk Junction to Uxbridge Village.

Persons wishing to contract for the supply of ties, cedar posts, pine and cedar rails, cedar stakes, lumber, and for setting posts and building fences; also, for hemlock saw logs, delivered at their mills at Stonyville, Island Lake and Uxbridge Village, will apply immediately to the subscribers.

E. WHEELER,
Stouffville.

GEO. WHEELER,
Uxbridge.
675-11

Uxbridge, Oct. 25th, 1869.

Wanted Immediately,

TWO good Journeymen Shoemakers, at Hagerman's Corners Boot and Shoe Shop.

HENRY ROBSON.

October 27, 1869.

675-11

Wanted,

A GOOD and Intelligent Boy, to learn the Printing business. Apply at this office.
Markham, Sept. 21, 1869.

MARKHAM FOUNDRY.

OPPOSITE THE FRANKLIN HOUSE,

MAIN STREET, MARKHAM, ONT.

THE Subscriber begs to inform the public that he has re-fitted the above premises and is prepared to make all kinds of castings to order on the most reasonable terms. Also, manufacturer of

Agricultural Implements.

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

JOHN NICHOL.

October 13, 1869.

675 11

The Old Butcher Stall Re-opened.

J. DOBINSON

HAS resumed his old business at his residence, on Main street, Markham, and will keep constantly on hand a well selected stock of Poultry and Meats of all kinds, including his celebrated sausages. He trusts that his general knowledge of the wants of the market, with strict attention to business, to secure the patronage of his old customers and friends and a share of the general trade. Orders promptly filled.

A splendid collection of Stuffed Birds and Animals for sale cheap. Call and see.

J. DOBINSON.

Markham, Oct. 27, 1869.

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Premium Harness E

ROBT. MAL

MANUFACTURER OF AND DE

SADDLES, HARNESS, HO

COLLARS, TRU

Valises, Portmanteau

TRAVELLING BAG

COMMERCIAL TRAVELLERS

MILITARY EQUIPMEN

WHOLESALE AND

131 King S

Toronto, Sept. 8, 1869.

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MARKHAM COUNCIL

This Council met at Unionville on Saturday, the 30th ult. Reeve in the chair. Minutes of previous meeting read and approved.

PETITIONS PRESENTED.

By the Reeve, from J. Dennison and others, praying that the west halves of Lots Nos. 33, 34 and 35, in the 5th Con., and the east halves of Lots Nos. 33, 34 and 35, in the 4th Con., be detached from the Union Section in Whitchurch and annexed to Section No. 12 in Markham.

By the Reeve, from Joseph Raymer and others, praying aid for William Gleeson, an indigent person.

By the Reeve, from Joseph Break and others, praying for a grant to cut down the hill at Boxgrove.

From N. J. McDonald and others, asking the Council to petition the Local Legislature to establish an Institution for the blind in the Province of Ontario.

An application was presented by the Reeve, from George Barnard, of Richmond Hill, for a certificate for shop license.

Mr. Lane, seconded by Mr. Milliken, moved that the sum of six dollars and sixty-seven cents be paid to Michael Barry, as damages for sheep killed by dogs.—Carried.

Mr. Button, seconded by Mr. Milliken, moved that the sum of eight dollars be paid to Hiram Hamilton, as damages for sheep killed by dogs.—Carried.

Mr. Lane, seconded by Mr. Button, moved that a certificate to obtain a shop license be granted to George Barnard, of Richmond Hill.—Carried.

Mr. Lane, seconded by Mr. Button, moved that the sum of five dollars be granted to Widow Jenkins, an indigent person; said sum to be paid to the order of Joseph Wilmot.—Carried.

Mr. Lane, seconded by Mr. Button, moved that the sum of eleven dollars be paid to Thomas Wilson, being balance of contract for building a bridge in front of Lot No. 10, in the 4th Con., it having been certified by the commissioners that the bridge had been finished to their perfect satisfaction.—Carried.

Mr. Button, seconded by Mr. Milliken, moved that the sum of fifty dollars be granted on the hill and bridge on Lot No. 5, in the 8th Con., in the village of Boxgrove, and that Joseph Break, Cicero Tomlinson and Wm. Duff be commissioners to expend the same.—Carried.

Mr. Milliken, seconded by Mr. Padget, moved that the money granted by the Coun-

Toronto and Niagara Railway

Twenty-three tenders were received for the different works connected with the building of this road, and the directors have accepted that of Edward Wheeler for the ties and fencing from Scarboro' to Uxbridge; and that of John Gully & Co. for the clearing, close cutting, grubbing, grading, culverts, bridges and cattle guards on the whole line to Coboconk. Their contracts bind them to complete these works to Stonyville by 18th June, 1870; to Uxbridge by 1st July, 1870; to Argyle, in Eldon, by 1st August, 1870; and to Coboconk by 1st September, 1870.

For the sections to Uxbridge the contract is unconditional; but beyond that point the works will not be commenced until the bonuses of the townships interested are received, and the contractors are allowed time for the completion of the works equal to the delay in starting. It thus rests entirely upon the Reeves and Councils of the different townships north of Uxbridge whether the Company shall be in a position to move the crops from these localities next year or not. As the people have already declared their wishes in the matter, they will no doubt hold their representatives to a strict accountability at the next election, if their desires are neglected.

After the works now under contract are completed, the ballasting and track laying will proceed from this end of the line, the rails and ballast being carried forward by the Company's cars and locomotives. With a strong force this work can be performed very rapidly, so that nothing will hinder the opening of the road for traffic in a month after the grading is complete.

The resources of the Company are as follows:

Capital stock.....	\$200,000
Bonus from Toronto.....	150,000
“ Scarboro'.....	10,000
“ Markham.....	30,000
“ Uxbridge.....	50,000
“ Scott.....	10,000
	<hr/>
	\$450,000

This will cover the expenditure necessary for the distance now in progress, and as the other bonuses come in there will be a good basis for the subscriptions of farther amount of stock, and for the bonds required to carry the road up to the great lumber district, where a heavy traffic can be immediately secured.

The following are the names of those who put in tenders:—1. Donald Munroe and Wm. McKenzie; 2. J. M. Smith; 3. McGinity & Co.; 4. Alex. Wilson; 5. Chilion Jones; 6. Geo. Wheeler, J. Dike and W. Middifield; 7. John A. Cameron; 8. Edward Wheeler; 9. A. P. Macdonald; 10. J. Ferguson and Chas. Perry; 11. Thomas Jarvis; 12. Alex. Cameron; 13. Robert Dixon and Barnabas Gibson; 14. Campbell & Co.; 15. McWardrop & Co.; 16. Francis Shanly; 17. Archibald Elliott; 18. George Neilson; 19. John and William Waddell; 20. Melville and McDermott; 21. Melville and McCermott; 22. Wm. Mall, Mitchell and Donald Robertson; 23. John Little & Co.—Globe, Oct. 28.

father in the church, who had become member at the early age of fourteen. His discourse throughout was able and instructive, and could not fail to prove beneficial to those who had the pleasure of listening to it.—Leader, Nov. 1.

Homicide in Toronto.

A WHITE MAN KILLED BY A NEGRO.

About half-past twelve o'clock on Saturday night an unfortunate affair occurred at the corner of Centre and Christopher street in this city, which resulted in the death of a white man named Matthew Kavanagh at the hands of a negro named John Alfred Richards. It seems that when the negro who keeps a barber's shop on York street was proceeding to his boarding house he was accosted by the deceased, who said, "Hallo, Sambo, where are you going?" Richards replied, "Shut up, you d— fool," and attempted to pass on; but Kavanagh, who was under the influence of liquor at the time, immediately struck Richards a couple of times with a small bamboo cane. A scuffle ensued, and finally, after wrangling awhile, the parties reached the west side of the street, when Richards struck Kavanagh a blow which knocked him off the planks into the water table at the grading, from which he never rose alive. In fact he died in a few minutes.

A man named Patrick Cashman, the brother-in-law of the deceased, was present at the time, and of course he went to the assistance of his relative, whom he found bleeding very freely from the mouth. Upon raising him up his head fell upon his breast, and having opened his eyes and glanced familiarly at his friend and a few others then present, he breathed his last. In the meantime the negro had left the place evidently not thinking that he had killed the man.

Information was conveyed to the York street police station, and a policeman was detailed to inquire into the facts of the case. Drs. Rowell and Winstanley were requested to go and see the body where it lay on the street, and upon an examination being made the neck was found to be dislocated; a death had evidently resulted from the bursting of a blood vessel in the neck. The body was then conveyed to the dead house at the city hall, where it now lies awaiting the inspection of a coroner's jury that are to assemble at eleven o'clock to-day at Bolivar tavern, east market square, to enquire into the circumstances connected with the death.

Detective McKenry and Police Constable Phelan were detailed to arrest the prisoner which they did about seven o'clock yesterday morning in his barber's shop on York street. Upon being taken into custody Richards said, "I suppose you have arrested me on account of that row last evening not then knowing that the man was dead. He admitted having struck the deceased two blows—one of which he said was with a pair of scissors he had in his hand." The prisoner was conveyed to the jail and placed in a cell. He will be present at the investigation this morning. The deceased was a shoemaker by trade, and resided on El-

race, Walsh was decidedly the favorite, but Mowry, who had been saving his stock soon made up the difference, and gallantly won the race and the title of champion rider for long distances. The following was the time made, Mowry, 8 hours 58 minutes and 45 seconds; Walsh, 9 hours and 15 seconds. The best time for one mile made during the race was by Walsh, in 2 minutes and 10 seconds.

Mr. Campbell, of Louth, sued the Great Western Railway at the present Assizes at St. Catharines to recover \$10,000 damages, owing to the breaking of a bridge on the railway, whereby the plaintiff's wife was seriously injured on the 16th of March last. Plaintiff and wife were going over the bridge slowly in a sleigh, when the structure gave way with a crash, resulting in a broken leg and a severe shock to Mrs. Campbell. Plaintiff's witnesses agreed upon the unsoundness of the bridge. The evidence for the defence was mainly to the effect that the plaintiff admitted he had his eye on the track and not on the bridge while driving, and that the horse staggered against the railing while drawing the sleigh over the bare boards. After an hour's consultation, the jury rendered a verdict of \$3,000 for the plaintiff.

THE SUEZ CANAL.—Advices, dated London, Nov. 12th, from Alexandria state that the great bed rock in the Suez Canal at Imilia, 75 miles south of Port Said, which has hitherto been a hindrance to dredging, will be at once blasted out. This rock is 80 feet thick. The conveyance at the opening ceremonies on the 17th will consist of 80 ships. Notwithstanding this favorable news, the Underwriters of this city mostly decline to insure.

The importation of English sparrows to Quebec has been quite a success, and has attracted the attention of the Bureau of Agriculture. They have proved deadly enemies to all kinds of tree insects. The inhabitants, whose premises the sparrows frequent, are asked by the gentleman who imported them, to apply to him for the necessary amount of food for them during winter.

A disease similar to hog cholera has made its appearance in Peoria, Illinois.

of ashes. There are 12 Leeches, 3 Kettles, Coolers, &c., all in good repair. He will also sell Horses, Wagons, Sleighs, Harness, Carriage, &c.

N. NICKERSON.

Uxbridge, Nov. 17,

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TORONTO & NIPISSING RAILWAY COMPANY.

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 act of incorporation of the Toronto and Nipissing Railway Company, by which the said Railway Company will be empowered to expend the bonuses granted, or hereafter to be granted, towards the construction of said Railway in sections as follows: the bonuses granted by the City of Toronto and the Townships of Scarborough, Markham, Whitchurch, Uxbridge and Scott, in constructing the said Railway from the line of the Grand Trunk Railway in the Township of Scarborough, to the village of Uxbridge, or any point between said village and the Town line between Reach and Brock, and bonuses granted, or hereafter to be granted, to the Townships of Reach, Brock, Eldon, Boxly, Carden, and Haxton and Somerville, towards the construction of said Railway from the Town line between Reach and Brock, to Cobocook or Gull river.

JOHN LEYS,

Solicitor T. & N. R.

Toronto, Nov. 10th 1869.

23-6w

LIST OF LETTERS remaining in the Uxbridge Post Office, October 18th not previously advertised.

Armstrong, Wm.	Kiteley, James
Bennet, Margaret	Kesteven, John, 2
Barker, Robert	Little, Archie
Brown, Joseph	Leapear, Lenard
Bishop, W. H.	Might, Rev. Samuel.
Brewer, in Uxbridge	Nichols, Miss Agnes
Cook, C.	O'Brien, Mrs. M.
Cassie, Alex.	O'Beirne, Francis
Falls, Wm.	Robinson, James
Gordon, Mrs. Wm.	Stoutenborough Miss N
Gillett, W. F.	Smith, Thomas
Gibson, Henry	Sullivan, Robert
Gordon, Wm.	Stones, John
Graham, George	Stretton, Robt. Junr.
Hutchinson, James	Scott, C. A.
Hewatt, R.	Toaze, Thomas N.
Hutchinson, R. B.	Widdifield, B. K. 4
Jones, Sarah Ann	Whittleton, Mr.
James, E.	Wallace, Mrs. Jane
Johnston, Thomas	Whitney, Christopher
Kennedy, John	

GEO. WHEELER, Postmaster.

WORKM

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MAT

is most respectfully

A. T.

Uxbridge, June 9th

Toronto
RAIL

SUPPLIES
FROM THE
JUNCTION
VI

PERSONS wishing
ply of Ties, Cedar
Rails, Cedar Stakes
Posts and building
Saw Logs delivered
ville, Island Lake a
apply immediately to
E. WHEELER,

Stouff

Uxbridge, Oct 27th

PARK LO

THE Subscriber of
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Houses, etc. The
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pre-paid to DR. J.
Scott, or to JOHN
ment, Uxbridge.

W 17 Nov 1869