

destroyed by fire this morning 12/12/2004 MILLS MEMORIAL LIBRARY
 run o'clock; and it was only
 exertions on the part of the villagers
 ge portion of the village was saved
 truction. The fire appears to have
 d in a defective chimney in Mr.
 sh. Mr. White's loss is about
 insured for \$1,650. Mr. Warner's
 ry light.

RIFLE MATCH. *Glade*
Sept 11
1872
 PRINCE ALBERT Sep. 10.

st association match of the County
 to Rifle Association, 34th Battalion,
 here to-day. The first match at
 and 600 yards; open to all comers;
 s.

Prize: Capt. Joseph White	47
1: Capt. Dillon	44
John Robb	40
1: William Young	39
A. McCaw	35
Sergt. Nichols	33
th: George Pengough	33
1: Sergt. Major Cameron	33
: Ensign Robert McLaren	33
: Ensign J. McGratton	22.

PROVINCIAL EXHIBITION.
 ARATIONS AT HAMILTON.

Hamilton Times thus refers to the
 preparation for the approaching
 Provincial Exhibition which is to be
 hat city, commencing shortly:—

contracts for all the work to be done
 place and on the grounds are in the
 Messrs. Yates & Garson—two com-
 who are thorough business men,
 hurrying on the work, and are sur-
 those persons who a few weeks since
 rful lest too long a delay had been
 ed, and that the buildings could not
 ired in time for the opening of the
 d that there would be considerable
 and disappointment as a consequence,
 believe we are safe in assuring the
 hat so far as the contractors are con-
 everything will be in apple pie
 me days before any of the entries
 ight forward by exhibitors. Mr.
 ill, in accordance with the desires of
 agent, lay out the Palace in the
 en as we have been accustomed to
 m; tables, etc., being provided as
 Considerable repairs in the interior
 ilding have been found necessary,
 e are being rapidly made.
 g the Crystal Palace as a centre, the
 following part of the north door

who appeared to thoroughly enjoy and appre-
 ciate the performances provided for their
 delectation. The neat *puile* "Two Can Play
 at that Game," was repeated with great
acclat. The burlesque of "Masopps" seemed
 to "go" better than it did on the previous
 evening, the jokes, quips and -puns
 evidently being more understood. Mr.
 Frank Drew, who is literally a "Son of Mo-
 mus," Mr. Hudson, Miss Thomson, Miss
 Tannehill, Miss Ward, and the other mem-
 bers of the *corps dramatique* were all excel-
 lent in their respective roles. On Monday a
 comedy entitled "Divorce" will be produced
 with most elegant appointments. "Divorce"
 ran for ten months at Daly's, Fifth-avenue
 Theatre, New York, and was a most unpre-
 cedented success. *Sept 11 1872*

TRIP ON THE NIPISSING.—Yesterday
 morning in invitation of Mr. Shedden, Presi-
 dent of the Toronto and Nipissing Railway,
 Mr. Potter, Mr. Brydges and Mr. Spicer,
 took a trip over this line and inspected the
 working of the Narrow Gauge. The following
 gentlemen accompanied them, Messrs. J. G.
 Worts, W. Gooderham, sr., W. D. Matthews,
 John Feskin, Capt. G. H. Wyatt, W.
 Wragge, G. Laidlaw, W. Beatty, W. Ham-
 ilton and others from the city. At Canning-
 ton the party were joined by Messrs. Crosby,
 M.P.P., J. H. Thomson, ex-M.P., C.
 Gibbs, Captain Cowan, Dr. Wilson, Captain
 Sinclair and others. The car used was a new
 one built for the use of the Directors by Ham-
 ilton & Son, and was much admired. A spe-
 cial train was waiting at the junction on the
 Midland railway, and the party were there
 received by Mr. Boulton, President of the
 Midland line, Col. Williams, M.P.P. and
 others from Port Hope. At a champagne
 lunch which followed, Capt. Cowan proposed
 the health of Mr. Potter and Capt. Sinclair
 the health of Mr. Brydges. Mr. Potter in re-
 ply said he had no hesitation in asserting
 that the renewal bonds of the Toronto and
 Nipissing Company could be placed *en bloc*
 on the English market at about 6½ per cent.
 After seeing the management of the road and
 the country through which it passed he felt
 assured of its success. The party returned
 to the city shortly after 6 o'clock. Be-
 fore leaving the car a vote of thanks was
 passed to the President and Managing Direc-
 tor of the Nipissing line.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—
 Last evening, Dr. Cantrill delivered a most
 interesting lecture before this Association on
 "National Societies in Canada." Mr. Wm.
 Anderson M.A., occupying the chair. In
 referring to these societies, the lecturer said
 he held them in all respect in so far as their
 object was charitable, or intended to benefit
 the condition of the emigrants from the var-
 ious countries they represented; but they

THE TORONTO AND NIPISSING.

the places interested more than
the aid given to the railway, in

(Gross tonnage, 43,192). Average \$1.30 per ton.
W. GOODERHAM, JR.,

Toronto, 11th September, 1891.

1. The first section is the "Introduction" which states the purpose of the study and the scope of the research.

made to accommodate the traffic as far as Victoria Road, 70 miles from Toronto, and only 8 miles from Cobcook, the present terminus of the road, to which place it is expected trains will commence running early in the ensuing month.

The Directors now submit the following statement:

1. Abstract of Receipts and Expenditure on Capital Account.
2. Revenue Account for the year ended 30th June, 1872, accompanied by detailed abstracts of the various charges made in connection therewith.
3. Statement of Engine Mileage, showing the average actual cost of working the trains on the Narrow-Gauge Road.
4. Detailed statement of the various classes of traffic transported on the road during the first year of operation.
5. Statement of Engines and Cars comprising the Rolling Stock of the Company.

In connection with the first of these statements the Directors have available on capital account the following items to meet the outstanding liabilities of \$23,384.89:

Bonds authorized but not issued	\$172,500.00
Overpaid interest	12,500.00
Trade and bills receivable	25,500.00
Stock on hand	22,100.00
Fuel in store on hand	21,100.00
Interest on loan chargeable to revenue	30,545.84
Total	\$301,545.84

thus leaving a margin of \$88,560.95 to be applied to the completion and equipment of the road to Cobcook.

The receipts on account of revenue during the past year were \$10,733.25, and the expenditure \$72,937.13, leaving a balance of \$7,836.12 available for the payment of interest on the Company's bonds. Of this amount the Directors have appropriated \$30,000.84 to the payment of interest on issued bonds for the twelve months from 1st July, 1871, to 30th June, 1872, and have carried forward the balance, \$7,735.28, to the current year's account.

It will be observed that the average working expenses during the past year have been equal to 65.0 per cent. of the receipts. This for the first year of operation is a favourable result in comparison with other roads, but it has been materially affected by the very high price the Company has had to pay for fuel. The Company being compelled by its charter to carry coalwood at a low rate of freight (and of which it will be seen \$9.11 cords have been brought into the city,) will necessarily pay an increase for the wood consumed on the road, the average cost of wood during the year being \$4.67, whereas on the Northern Railway it was only \$2.82 per cord, and which has increased the working expenses a little more than 5 per cent.

In connection with this subject the Directors would remark that they have purchased 8,327 cords of wood from Uxbridge and stations north and have brought into the city from the same stations 8,319 cords—in all 17,146 cords, for which the farmers and owners have realized at least \$2 per cord in advance of former prices, or in a round sum \$34,000. The bonuses received from these transactions amount to \$90,000, thus reducing the places interested more than one-third of the aid given to the railway, in the estimated value of wood during the first year of operation.

It has been a source of considerable satisfaction to the Directors to mark the progress and improvements which have been made since the opening of the road, in the various sections of the country through which it passes. Numerous extensive sawmills and other manufacturing are being rapidly put up at every convenient locality, and the Directors feel confident that having tributary to the road on either side is a large section of the country unsurpassed in richness and fertility. And in its northern portion unlimited supplies of timber and lumber, the traffic will rapidly increase, and far exceed the most sanguine expectations of its promoters.

The Directors have the pleasure to report that they have been granted aid by the Government of Ontario towards the construction of the railway to the extent of \$184,000. Of this amount \$17,000 has been received on the portion of the road from Uxbridge to Woodville Junction, and the Directors will be in a position to claim the remainder upon opening to Cobcook.

The report of the Chief Engineer and the Auditor's report, also the Trustees' account of bonds granted to the road, are appended.

JOHN SHEDDEN,
Toronto, 2nd Sep. 1872. President.

ENGINEER'S REPORT

TORONTO AND NIPESING RAILWAY,
Toronto, 16th August, 1872.

To the President and Directors of the Toronto and Nipissing Railway.

GENTLEMEN:—I have the pleasure to report that the progress of the works of this railway during the past year, has been satisfactory.

The track was laid and partially ballasted from Uxbridge as far as the Midland Junction, near Woodville, last year, and since the beginning of December last, the traffic has been running regularly to that place. This portion of the railway is now nearly completed.

REVENUE ACCOUNT.	Receipts.	Expenditure.	Balance.	Receipts.	Expenditure.	Balance.
1	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
2	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
3	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
4	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
5	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
6	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
7	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
8	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
9	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
10	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
11	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
12	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
13	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
14	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
15	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
16	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
17	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
18	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
19	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
20	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
21	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
22	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
23	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
24	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
25	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
26	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
27	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
28	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
29	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
30	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
31	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
32	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
33	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
34	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
35	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
36	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
37	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
38	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
39	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
40	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
41	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
42	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
43	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
44	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
45	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
46	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
47	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
48	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
49	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
50	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
51	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
52	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
53	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
54	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
55	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
56	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
57	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
58	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
59	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
60	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
61	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
62	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
63	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
64	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
65	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
66	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
67	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
68	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
69	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
70	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
71	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
72	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
73	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
74	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
75	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
76	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
77	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
78	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
79	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
80	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
81	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
82	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
83	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
84	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
85	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
86	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
87	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
88	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
89	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
90	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
91	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
92	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
93	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
94	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
95	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
96	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
97	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
98	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
99	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12
100	10,733.25	72,937.13	7,836.12	10,733.25	72,937.13	7,836.12

W. GOODERHAM, JR.,
Managing Director.

JAMES A. RUSSELL,
Accountant.

STATEMENT OF ROLLING STOCK ON HAND.

Engines.		Wagons built.		Wagons on hand.	
No.	Name.	No.	Name.	No.	Name.
1	Gooderham & Worts	1	Bristol	15	10X15
2	W. C. Wainwright	2	Kingdon	15	11X15
3	W. C. Wainwright	3	Do	15	11X15
4	R. Lewis & Son	4	Do	15	11X15
5	Joseph Gould	5	Do	15	11X15
6	Do	6	Do	15	11X15
7	Do	7	Do	15	11X15
8	Do	8	Do	15	11X15
9	Do	9	Do	15	11X15
10	Do	10	Do	15	11X15
11	Do	11	Do	15	11X15
12	Do	12	Do	15	11X15
13	Do	13	Do	15	11X15
14	Do	14	Do	15	11X15
15	Do	15	Do	15	11X15
16	Do	16	Do	15	11X15
17	Do	17	Do	15	11X15
18	Do	18	Do	15	11X15
19	Do	19	Do	15	11X15
20	Do	20	Do	15	11X15
21	Do	21	Do	15	11X15
22	Do	22	Do	15	11X15
23	Do	23	Do	15	11X15
24	Do	24	Do	15	11X15
25	Do	25	Do	15	11X15
26	Do	26	Do	15	11X15
27	Do	27	Do	15	11X15
28	Do	28	Do	15	11X15
29	Do	29	Do	15	11X15
30	Do	30	Do	15	11X15
31	Do	31	Do	15	11X15
32	Do	32	Do	15	11X15
33	Do	33	Do	15	11X15
34	Do	34	Do	15	11X15
35	Do	35	Do	15	11X15
36	Do	36	Do	15	11X15
37	Do	37	Do	15	11X15
38	Do	38	Do	15	11X15
39	Do	39	Do	15	11X15
40	Do	40	Do	15	11X15
41	Do	41	Do	15	11X15
42	Do	42	Do	15	11X15
43	Do	43	Do	15	11X15
44	Do	44	Do	15	11X15
45	Do	45	Do	15	11X15
46	Do	46	Do	15	11X15
47	Do	47	Do	15	11X15
48	Do	48	Do	15	11X15
49	Do	49	Do	15	11X15
50	Do	50	Do	15	11X15
51	Do	51	Do	15	11X15
52	Do	52	Do	15	11X15
53	Do	53	Do	15	11X15
54	Do	54	Do	15	11X15
55	Do	55	Do	15	11X15
56	Do	56	Do	15	11X15
57	Do	57	Do	15	11X15
58	Do	58	Do	15	11X15
59	Do	59	Do	15	11X15
60	Do	60	Do	15	11X15
61	Do	61	Do	15	11X15
62	Do	62	Do	15	11X15
63	Do	63	Do	15	11X15
64	Do	64	Do	15	11X15
65	Do	65	Do	15	11X15
66	Do	66	Do	15	11X15
67	Do	67	Do	15	11X15
68	Do	68	Do	15	11X15
69	Do	69	Do	15	11X15
70	Do	70	Do	15	11X15
71	Do	71	Do	15	11X15
72	Do	72	Do	15	11X15
73	Do	73	Do	15	11X15
74	Do	74	Do	15	11X15
75	Do	75	Do	15	11X15
76	Do	76	Do	15	11X15
77	Do	77	Do	15	11X15
78	Do	78	Do	15	11X15
79	Do	79	Do	15	11X15
80	Do	80	Do	15	11X15
81	Do	81	Do	15	11X15
82	Do	82	Do	15	11X15
83	Do	83	Do	15	11X15
84	Do	84	Do	15	11X15
85	Do	85	Do	15	11X15
86	Do	86	Do	15	11X15
87	Do	87	Do	15	11X15
88	Do	88	Do	15	11X15
89	Do	89	Do	15	11X15
90	Do	90	Do	15	11X15
91	Do	91	Do	15	11X15
92	Do	92	Do	15	11X15
93	Do	93	Do	15	11X15
94	Do	94	Do	15	11X15
95	Do	95	Do	15	11X15
96	Do	96	Do	15	11X15
97	Do	97	Do	15	11X15
98	Do	98	Do	15	11X15
99	Do	99	Do	15	11X15
100	Do	100	Do	15	11X15

[illegible]

count of
\$29,078 40
2,406 73
2,435 20
1,877 25
111 45
446 82
\$114,726 55

GOODEHAM, Wm.,
Managing Director
A. A. RUSSELL,
Accountant

and Freight Traffic for
30th June, 1875.

Mr. W. W. W. seconded the report. In doing so he remarked that when out on the line on the previous day he could not help noticing the improvements going on, the village springing up along it. He was quite satisfied that the President had not said one word to much about the success of the road or about its management.

Mr. GODD said that he doubted very much whether gentlemen living in the city could fully appreciate the great advantage of having that road, or the great contrast between the present appearance of the country through which it passed, and its appearance when they were agitating for the bonds. He was safe, he thought, in saying that the road had enhanced the value of the property through which it ran at least 50 per cent. (Applause.) Every one who had anything to do with the road must feel proud of the prudent and economical manner in which it had been managed.

The report was then adopted *non con.*
Mr. WORTS moved, seconded by Mr. THOS. H. LEE, that the thanks of the meeting be given to the President, Directors and officers of the company for the efficient manner in which the works of the railway have been carried out during the past year, and that each Director be paid the sum of \$5 for every meeting attended by him during the past year. Carried.

Mr. FISKEN moved, seconded by Mr. CAMPBELL, That the sum of \$4,000 be paid Mr. Wm. Gooderham, jr., for his efficient services as Managing Director during the past year. Carried.

Mr. GOODEHAM returned thanks.
Mr. GODD moved that Messrs. Charles Robertson and Henry Pellatt be scrutineers, and that the poll for the election of directors closed after it had been open five minutes without a vote being received.

The motion was seconded, and carried.
Mr. WORTS moved that the following gentlemen constitute the Board of Directors for the ensuing year:—Messrs. John Shelden, Wm. Gooderham, junr., Joseph Gould, Jas. E. Ellis, Hugh McDonald, H. P. Dwight, Wm. Copeland, Geo. Gooderham, and A. T. Fulton.

Mr. MILLER enquired what were the prospects of a station being erected at Milliken's Corners.
The CHAIRMAN said he thought that the Directors some time ago made a proposal to the effect that if the people about Milliken's Corners gave the ground and a little money, the Directors would put a flag station at that place.

Mr. GOODEHAM said that the people at Milliken's Corners had said that they would build a platform and put up a small shed, and the Directors had told them that if this were done the trains would stop on being flagged. The persons asking for the accommodation had not done anything, however.

On motion, Mr. Shelden vacated the chair and Mr. Worts took it. A vote of thanks was then passed to the former for his conduct while in the chair.

A ballot having been taken, and five minutes having elapsed from the time the last vote was received, the scrutineers reported the gentleman proposed by Mr. Worts unanimously elected directors for the ensuing year.

The meeting then adjourned.
At a meeting of the Board of Directors, subsequently held, Mr. Shelden was re-elected President, and Mr. Wm. Gooderham, Jr., Vice-President.

THE TORONTO GREY AND BRUCE.

The annual meeting of the Toronto Grey and Bruce Railway, was held, at noon yesterday. The President, Mr. John Gordon, in the Chair. Among those present were the Secretary, Mr. W. Sutherland Taylor, Messrs. A. M. Baxter, Hugh Miller, Henry Pellatt, W. S. Lee, E. Wragge, J. G. Worts, John McNabb, Thos. H. Lee, C. J. Campbell, J. M. Trott, Hon. John McMunnich, and Major Arthur.

some time, but, owing to the strikes in England, we have not yet received the locomotives which should have been delivered in April last, and consequently it has been quite impossible for us to do any track-laying.

Messrs. Macdonald & Co. have made a commencement with the work on their contracts in the Bruce Extension, but as yet only a small quantity of work has been done. In a week or two, however, men will be more plentiful, and I anticipate that a considerable portion of the grading will be well advanced this fall.

The road from Weston to Orangeville is now in first-class order, and a few weeks more will put that portion between Orangeville and Mount Forest in similar condition.

I have the honour to be,
Gentlemen,
Your obedient servant,
EDMUND WRAGGE,
Chief Engineer.

Statement of the Receipts and Expenditure of the Toronto, Grey and Bruce Railway Company, from June, 1873, when work was commenced, to 30th June, 1875.

RECEIPTS.	
Cash on stock	\$175,400 00
Bonuses, as follows:	
Received from Government	\$ 75,500 00
Received from Trustees of Municipalities	652,126 53
Bonds sold	738,625 53
Interest and discounts	229,247 60
Drawbacks retained from Contractors	41,838 07
	\$1,388,506 12
EXPENDITURE.	
Exp-nditure to 31st August, 1873, per last audited statement	\$1,124,906 48
Preliminary expenses	300 00
Advertising and printing	42 58
Interest and discounts	10,308 02
Office expenses, including salaries	4,544 71
Law expenses, including solicitor's fees and disbursements	1,230 20
Engineering Weston to Mount Forest	12,628 99
Office furniture	615 07
Right of way, Weston to Mount Forest	745 13
Ballasting and track-laying, Weston to Arthur	47,017 08
Stations, tanks, and tank houses, Weston to Mount Forest	11,437 14
Construction, Weston to Mount Forest	137,817 48
Rolling stock	30,174 33
Director's fees	1,311 00
Machinery in shops	1,051 30
Discount on bonds	74,600 00
Iron and sundries	4,124 57
Interest on roads	23,929 24
Earnings account	21,484 91
Grey extension, construction	12,425 24
Bruce extension, construction	15,915 41
Cash in banks and on hand	1,923 56
	\$1,883,805 12

REVENUE ACCOUNT.

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURE FROM 1st JANUARY, 1872, TO 31st JUNE, 1875.

RECEIPTS.	
Passengers	\$28,098 94
Freight and Live Stock	86,784 50
Interest on deposits	104 17
	\$84,987 61
EXPENDITURE.	
Maintaining Roadway	\$7,210 73
Maintaining Works and Buildings	206 33
Maintaining Machinery and Rolling Stock	3,512 33
Train Service	2,297 61
Station Service	4,476 13
Predict and Warehouse Department, Toronto	1,564 84
General Supplies	9,614 03
Running over Grand Trunk Railway	2,178 00
Miscellaneous expenses	1,654 10
General charges	1,258 03
Total expenditure	\$64,649 33
Balance carried to 1st July 1875	19,603 13
	\$84,987 61
Total working expenses, 50 per cent. of earnings	\$42,493 80

NET REVENUE ACCOUNT.

HALF YEAR ENDING JUNE 30, 1875.

Total monthly interest on bonded debt on Road between Toronto and Orangeville, or the finished portion of the Road, and one-half of interest on bond of Grey and Bruce Extension and Mount Forest, that part of the line lying still in the hands of the contractors	\$12,063 25
By balance of Revenue Account	\$72,924 35
(Signed),	
W. SUTHERLAND TAYLOR	Secretary and Treasurer

tion of the Report, which was carried unanimously.

Mr. C. J. CAMPBELL moved, seconded by Mr. A. R. LEE (of Riel Lewis & Co.), that the Directors be paid the sum of \$5 for each meeting attended respectively by the said Directors for the past year, which motion was unanimously adopted.

Mr. C. J. CAMPBELL, while remarking upon the important services rendered to the Board by the chairman, who had not only given a great portion of his time to the affairs of the company in this country, but also in England last year, at considerable loss to himself personally, made the following motion in reference thereto:—That this meeting do, on to express its cordial acknowledgments of the services rendered to the company by Mr. Gordon, the President, and also the Board of Directors; and while considering that the company is not in a position at present to make him adequate remuneration for his valuable services, resolves that it will accept the sum of \$2,000 as a slight acknowledgment of their appreciation of his services.

The resolution was seconded by Mr. T. H. LEE; and after a few remarks from Mr. A. R. LEE, in which he highly approved of the object of the motion and urged its acceptance upon Mr. Gordon, it was agreed to unanimously.

The CHAIRMAN returned thanks for the expression of confidence thus awarded him.

Mr. J. McMURRICH wished to repeat what he had already expressed to the chairman—that he desired to retire from the board. This was from no reason whatever, from no want of harmony—but simply the desire to be relieved, in part of the labour and responsibility he had most willingly shared with them for a couple of years. This time last year he had the same purpose in view, but had been prevailed upon to forego it. However, on this occasion he hoped they would let him go.

However, Mr. McMURRICH was latterly prevailed upon to allow himself to be elected, on the understanding that, if he felt himself justified, he might resign in a few months.

The election of a board of directors for the ensuing year was then proceeded with. The following gentlemen were thereafter declared elected, viz:—Mr. John Gordon, Mr. J. McMunnich, Messrs. John Morrison, B. Homer Dixon, Wm. Ramsey, Thos. Dick, John McNabb, and George Gooderham, all of whom are re-elected. Mr. J. C. Campbell is elected instead of Mr. A. R. McMaster, resigned.

MARRIAGE OF THE MARQUIS DE BASSANO TO A CANADIAN HEIRESS.

(From the London Standard, Aug. 27.)

The marriage of Napoleon Hugues Charles Marie Ghistard Maret, Marquis de Bassano, with Miss Marie Anne Claire Symes, a wealthy Catholic lady, daughter of the late Mr. G. B. Symes, of Quebec, took place at the Pro-Cathedral, Kensington, yesterday. The ceremony was performed by the Right Reverend Monsignor Capel, and was his first public function since his assumption of that title, which now gives him rank as a bishop. The guests were select rather than numerous, and among them were the Duc de Bassano (father of the bridegroom, and Chamberlain to His Majesty the Emperor of the French), Baron d'Hochberg, Baron E. d'Hochberg, Marquis d'Espouilles, Lord Apsbury, M. Thérault, Mr. and Mrs. Cavillier, of Montreal, Mr. and Mrs. Erichsen, Mr. and Mrs. Fraser, Mr. Price, and Mr. Gordon. The chancel was tastefully decorated with ferns, evergreens, and flowers, and the high altar was adorned with a profusion of lilies. At eleven o'clock the bridegroom entered, and took his place at the prie-dieu, which was at the bottom of the chancel steps. The bride arrived about a quarter of an hour afterwards, leaning on the arm of Mr. Cavillier, and without bridesmaids. She was attired in a white silk dress with long train, the skirts being covered with puffings of lace, and she wore a plain tulle veil. Monsignor Capel, who, on arriving, was dressed in a purple cassock and Roman cloak, or *manabes de ceremony* was vested, by right of his new dignity, at the High Altar, assisted by Fathers Foley and Tyles. After the marriage ceremony, which closely resembled that of the Church of England, he celebrated Pontifical Low Mass, and delivered a brief address to the newly-married couple, in the course of which he told them that his Holiness the Pope had forwarded his blessing on September last. Mr. Gordon, Rector of the church, then read the following prayer:

but closed with solemn at 100, and buyers at 100, at which the very small sales. Merchants' Bank opened with selling at 111, but subsequently rallied, closing with buyers at 111 and sellers at 111. The sales included 50 shares of 120, 75 shares of 111, and 50 shares of 111. Of Bank of Commerce 50 shares sold at the opening at 111, but at the second session of the Board 175 shares were taken at 111, closing with buyers at that figure and sellers at 111. There were no sales reported, of the other banks on the last except City, 50 shares of which changed hands at 61. Bank of Toronto closed with 50, 100, and 200, Ontario Bank, 100, 100, and 100; Royal Canadian, 50, 100, and 100.

Starting exchange has again declined, both here and in New York, with an anticipated weak market for some time to come. Banks here are drawing at 108 to 109 for sixty day bills, and 109 to 110 for sight. In New York to-day, prime bankers' 60 day bills were quoted at 108.

Gold in New York has been steady to-day at 111. Greenbacks and private drafts on New York are quoted at 80 to 82; bank on New York, 80 to 82; American silver is unchanged at 4 to 5 per cent. discount for large, and 5 to 6 for small.

The Produce Trade.

There was a very small attendance on Exchange to-day, and there was little or no business done there. There was no change in Liverpool quotations, but in Chicago and Milwaukee wheat was higher, and in Montreal, flour sold at an advance on recent quotations. No. 1 superfine changing hands as high as 85, 60 on account of local scarcity. Here the only transactions reported were of a lot of flour at an outside point, at a price equal to 95 1/2 here, and a car of oats, bagged, at 60c on the track.

The following are the Liverpool quotations for each day of the past week:

	Sept. 1	Sept. 2	Sept. 3	Sept. 4	Sept. 5	Sept. 6	Sept. 7	Sept. 8	Sept. 9	Sept. 10	Sept. 11
Wheat	30	30	30	30	30	30	30	30	30	30	30
Red wheat	12	12	12	12	12	12	12	12	12	12	12
Red winter	12	12	12	12	12	12	12	12	12	12	12
Red spring	12	12	12	12	12	12	12	12	12	12	12
Oats	20	20	20	20	20	20	20	20	20	20	20
Barley	3	3	3	3	3	3	3	3	3	3	3
Onion	2	2	2	2	2	2	2	2	2	2	2
Potatoes	1	1	1	1	1	1	1	1	1	1	1
Flour	1	1	1	1	1	1	1	1	1	1	1

WEEKLY REVIEW OF THE TORONTO MARKETS.

Produce.

During the past week business has continued quiet, new grain having as yet been offered in very limited quantity. A sufficient number of samples, however, have now been shown to indicate pretty clearly the quality of what we may expect to receive at this point. Fall wheat is, generally speaking, a very poor sample, in some sections hardly worth sending to market, thin and shrivelled. The yield is also light, much below an average. We have seen a few samples, nevertheless, which are of good appearance, some from the Nipissing section which look as well as a good deal of the wheat which inspected No. 1 last year. This is by no means general, however, and the bulk of the fall wheat to come forward will be poor in quality. Spring wheat, on the contrary, is almost everywhere a very fine sample, and the yield is large, we are led to believe quite above an average crop. In quality it is much superior to No. 1. Advantages or Chicago inspection; in fact we do not think finer spring wheat could anywhere be found. Of barley, very little has come in by rail, but a good deal has come in by wagon. The quality is very uneven, but there is a good deal to be seen of which is not nearly so inferior to that of last season as was anticipated. From the country tributary to the Nipissing Railway a good deal of very fair barley will come in, but there is also not a little badly stained; and samples which have been shown from a number of stations in the Northern Railway indicate that the bulk coming from that important section will be darker in colour than is at all desirable, and the amount of bright comparatively trivial. To place the Toronto wheat quickly appears to be better. An average sample taken from nearly thirty different farms in the neighbourhood of Whitby, though not very bright, is of good heavy body, every way suitable for milling purposes.

Buying at the various railway stations has now commenced in earnest, and receipts of grain will soon be tolerably liberal. Money is being sent out, and business of all kinds will be very active before long. Prices in here beyond sufficiently high, we think, to induce farmers to market their grain promptly, and it is eminently desirable in existing circumstances that they should do so, and, by liquidating their indebtedness to the country storekeepers, enable these in their turn to make their remittances to their city creditors in a more satisfactory manner than they have for some months past been in a position to do.

Flour.—There has been a steady demand for all grades of flour, and prices are, on the whole, well maintained. Extra has sold as high as \$7 1/2 for a choice brand, and there have been sales at 60 to 62; but it is very difficult whether any lower quality could be placed at Toronto. Fancy sold at 100 tri. lots at \$5 50 to \$5 75, the demand being at all times in excess of the supply, which is exceedingly limited. There was hardly anything done in surplus, but No. 1 is constantly

by the Hon. Mr. McKellar, at the office of the Bureau, on Tuesday last, when that honorable gentleman very kindly offered to accompany the committee to the proposed model farm, and to afford them every facility in his power to make a thorough inspection. He said he would be pleased to have the unbiased opinion of intelligent practical farmers, as he was most anxious to act for the best interests of the farming community. Next week being the week of the Provincial Fair, the Hon. gentleman's time will be particularly occupied, but the week after a day might be named to make the proposed visit. We trust the secretary will have the day agreed upon so that it may be announced in the *Economist* next week.

RAILWAY MEN ON THE NARROW GAUGE.—Messrs. Jos. Hickson, Treasurer, and S. M. Grant, Secretary of the Grand Trunk Railway in London, R. B. Angus, General Manager of the Bank of Montreal; P. S. Stevenson, G.T.R.; Wm. Moberly, Chief Engineer of the Northern Railway, accompanied by Mr. John Shedden, President, Mr. Wm. Gooderham, Managing Director of the Toronto and Nipissing Railroad, and Mr. George Laidlaw, passed over the Toronto and Nipissing railway on Friday afternoon. The visitors expressed themselves highly pleased with the railway.

SALE OF IMPORTED STOCK.—Imported stock, the property of Messrs. Wm. Thomson and David Reesor, jr., will be sold by auction, on Thursday, the 3rd day of October next, at "Silver Spring Farm," on Lot No. 7, in the 9th Con. Markham. This will be one of the most important sales of the season, as there are amongst the animals to be sold ten imported heavy Clydesdale horses, colts and fillies; and five head of imported Darhams. This sale will doubtless bring together the most enterprising purchasers and stock fanciers in the country.

MR. HARPER, from Nordhemier's, Toronto, is in this village, and prepared to do any repairing or tuning of pianos. Orders left at the *Economist* office will be promptly attended to.

ENGLISH PERIODICALS, for September, for sale at the *Economist* bookstore.

Court of Arbitration is signed by all the members of the court except Sir Alex. Cockburn, who gives a long dissenting opinion, accepting the decision in the case of the *Alabama* but arguing that in the case of the other ships there is no ground for any award against England, whose course throughout was in accordance with international law and neutral obligations, and even with the rules of the Treaty of Washington.

London, Sept. 14.—The *Times* in an editorial on the result of the labours of the Geneva Tribunal, says: "While England has been held responsible for the depredations of several Confederate cruisers, we yet retain the conviction that morally she is not to blame. The United States Government claimed damages for losses caused by a dozen vessels, but the Court of Arbitration held England liable, unanimously, only in the case of one vessel. This is plain evidence of the belief of the genuineness of our neutrality during the war in the United States, and disproves the flagrantly unjust accusations of unfriendliness in the American case, presented at Geneva. We cheerfully consent to pay the sum awarded as tending to obviate difficulties in future."

Geneva, Sept. 15.—A special despatch from Geneva says, at the close of the proceedings in the Board of Arbitration yesterday, Count Sclopis read an address congratulating his colleagues on the good relations proved between them throughout the session of the Board, and thanking them for the impartial support they had given him in the discharge of his duties. He also thanked the Swiss authorities, Federal and Municipal, for the courtesies extended to the members of the court.

The arbitrators and other gentlemen connected with the Court then exchanged farewells and separated.

THE TORONTO DAILIES.—We understand that it is agreed upon by the leading newspapers on both sides of politics in Toronto, on account of the increased rate of wages, paper and printing material generally, to raise the price of the daily papers to three cents a single copy, and six dollars per annum, on and after the 1st day of October next.

PROMENADE CONCERT.—The Markham Band will give a promenade concert, at the Agricultural Hall, Markham, on the second evening of the Fair, October 2nd.

NEW GOODS.—H. Tang has just received his fall stock of staple goods. Call and see them, they are good and cheap.

by striking the chain them. In another on his back on the stable while Detective immediately came of the policemen to strike the prisoner, doing so by Mr. O'G them not to hurt him over in less than a n of the court was resu usual had occurred.

Slade is an Englishman. He enlisted in the 6th at 18 years of age, and the rank of sergeant in another regiment. Slade reduced to the rank of both by the officers' spite of romance. When his corps was he made the acquaintance of a woman whom he fell in love with. He was removed to Halifax money (£7, as he half to serve) to purchase a new uniform. He was refused it. In he deserted and came back. He was subsequently been remanded from the arrival of members. He proved his desertion, sympathy of many bearing, until this tempted to assassinate who has from the the utmost possible tion.

On hearing that a from Halifax to city, he threatened at least, or the was desperate resolution a table knife before, set at the Police placed the soldiers.

It appears that have lately become possess some quality covered in the tea. Dr. Fulkerson, of S mentioned State, is ment that a small proved sufficient including himself, immediately after simultaneously and vomiting. The the tea remaining a considerable result is that the have suddenly manifested superior

ME

720926

onto to Sarnia the coming year, and on the line from Toronto eastward to Montreal, the following year, and expect to sell the rolling stock of the present gauge to the Government of Canada for the Intercolonial railway. Is not this a job? If the four feet eight and a half inch gauge is wide enough for the G. T. R. with its immense traffic, it is surely wide enough for our military road, the Intercolonial Railway. It is well known that the commercial traffic on the road will not be half enough to pay working expenses, and it is strongly suspected that the five feet six inch gauge is still retained to put on the Grand Trunk rolling stock, for which they will pay the company full prices. It is to be hoped that this little job will yet be nipped in the bud.

TORONTO AND NIPISSING RAILWAY.—The rails will be laid on the line of the Toronto and Nipissing Railway to the present terminus of that road by Saturday, the 28th inst., thus opening for traffic to the village of Cobocok, on Gull River, in accordance with the agreement made by the Company with the municipalities of Bixley, Laxton, Digby and Longford, when receiving debentures, which was to be on the 1st of October, 1872. Great credit is due to the contractors, Messrs. Wardrope & Fitton, for their energy and promptitude in accomplishing this work.—*Mail*.

RAISE IN THE PRICES OF DAILY GLOBE AND MAIL.—On and after the 1st day of October next, the price of the *Daily Globe* and *Mail*, at this office, will be 3 cents per number, 12½ cents per week, or 25 cents per fortnight, and \$6 per annum—payable strictly in advance. Such are our instructions from both Companies, caused by the rise in the price of printing material and wages.

REMBER.—Parties intending to exhibit at the E. R. York and Markham Fall Fair must make their entries on or before Saturday next, the 28th inst., by letter post-paid, to H. R. Corson, Secretary, ECONOMIST Office. No entries, except for the babies, will be taken after that date.

GREAT ATTRACTIONS.—Our merchants have all laid in a nicely selected stock of new goods in all classes, specially to supply the visitors at the fall fair. We would advise parties from a distance to examine the stocks while in town.

NICE MUSK AND WATER MELONS.—Mr. W. H. Fry, of Whitevale gardens, will please accept thanks for laying on our table those choice melons.

ONTARIO HOUSE.—Mr. Munns offers great attractions in goods, all new and just opened. Call and see them.

MARKHAM COUNCIL.—The above Council will meet at Size's Hotel, Unionville, on Saturday next.

NEW BOOKS, Stationary and Toys just received at the ECONOMIST book store.

storm, which was speedily effected, and after a brief but fierce struggle, the outrageous character was secured. The constable says he has not had so tough a time during his incumbency. We saw the buggy in which the culprit was sitting quiet and grave as a judge, and handcuffed and guarded, on its way to the city, where he was bound over to keep the peace. The neighbors say the son-in-law is much the better man, which is very likely, as he comes from Somersetshire, the other from Limerick.

VAUGHAN COUNCIL.

The above Council met at the Town Hall, on Tuesday the 10th inst., at 10 a.m. Members all present. Reeve in the chair. Minutes of last meeting read and approved.

Applications for the office of collector, caused by the resignation of Mr. Daniel Kinnee, were received from Mr. Charles Nixon, Joseph Diceman and Benjamin Davidson.

Mr. Reaman, seconded by Mr. Webster, moved that the Treasurer be and is hereby authorized to pay to the undermentioned persons the sums set opposite their names, being for work performed and material furnished in District No. 1, as certified to by the road commissioners for said district: viz: Peter Rupert, \$4; David Carnegie, \$10.

Mr. McQuarrie, seconded by Mr. Porter, moved that the Treasurer be and is hereby authorized to pay to Wm. L. McKenzie the sum of \$10 per quarter for Alex. Black and wife, to commence from the 1st Sept., and that the resolution passed by this Council on the 4th day of June last, granting \$8 per quarter to the said Alex. Black and wife, be and the same is hereby rescinded.

By-law No. 273 was then passed, appointing Mr. Chas. Nixon, Collector for Division 1, in place of Mr. David Kinnee, resigned. The Council then adjourned, until Tuesday the 9th day of Oct. next, to meet at 10 a.m.

Toronto and Nipissing Railway.

It would be difficult to find more convincing testimony to prove the practicability of narrow gauge railroads than is afforded by the fact that this line in the first year of its working paid all expenses and \$38,000 besides, being sufficient to liquidate the interest on its bonds and leave a margin remaining. In the twelve months covered by the report the total traffic earnings were \$110,723.25 and the working expenses \$71,688, showing the balance above stated. We formed the opinion at the time of our first inspection of this road, that it was well built and that it ought to give satisfaction; and this under the carefully common sense management of Mr. Sheiden and Mr. Gookerham it is doing. Stockholders in Canadian railways are not a very hopeful class, being too often "left out in the cold," but we think those of the Nipissing may take courage from the exhibit now before them; if they do not get a fair return we shall be seriously disappointed. Steady progress is being made with the work of extension, the intention being to reach Cobocok, 87 miles from Toronto, some time next month.—*Monetary Times*.

Variety Store.—Visitors to the Fair will save money by buying their Millinery, felt shoes, waterproof cloaks—all sizes, or any other kind of goods, at the Variety Store, for we are selling goods very cheap for cash or on credit.

H. Wilson Markham.

AGRICULTURAL HEAVY DRAFT.	
Durhams.....	CATTLE.
Herefords.....	
Devons.....	
Ayrshire.....	
Galloways.....	
Grade.....	
Fat and Working Cattle.....	
SHEEP.	
Cotswold.....	
Loicester.....	
Lincoln.....	
Southdown.....	
Hampshire, Shropshire & Oxfordshire.....	
Spanish, French and Saxon Merinos.....	
Fat Sheep.....	

Pigs.

Yorkshire and other large breeds.....
Suffolk, small breed.....
Berkshire.....
Essex.....
Other small breeds.....

Poultry.....
Agricultural Implements.....
Grain.....
Field Roots.....
Horticultural Productions.....
Dairy Products.....
Arts and Manufactures.....

Grand Total.....

Terrible Fight with a Victim.

A few days ago Thomas J. Taylor Township, Harrison Co. into the forest near his residence large sow, whose pigs were enough to leave the bed. His little prattling girl, wishing to be accompanied him. The father sow some corn, and after a mouthful, she started toward with her huge jaws wide making the most frightful den Mr. Craycroft, seeing the peril sprang between it and the victim the same time calling to his child away. Then commenced a life and death struggle for life between Mr. Craycroft and the mad animal. Being a large animal, she stood on her hind legs and thrust her fore feet against her victim with such tremendous force, that he came near knocking him over several times, meantime making repeated bites or cut him about the face with her powerful tusks. Her only weapons of defence were her hands, and in attempting to pry the beast from his face he had several times in her mouth it was frightfully mangled. After running a few yards, looking at her husband's life in doubt, she crouched down and armed with a knife, but before she could reach her husband had disengaged himself, and got hold of a club, with which he fought the animal several times, and before she would desist, and make one effort to renew the spectacle presented by the man walking away from the frightful. His clothing was and he was bespattered from head to foot with blood mingled with mud from the mouth of the animal. The blood soaked in his hair, and he walked away. Besides the man's hand and arm, and a frightful wound on his left knee.—*New Albany*.

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

Markham Economist.

MARKHAM, THURSDAY, OCT. 24, 1872.

THE NIPISSING RAILWAY MANAGEMENT.

We regret that we are compelled to complain of the manner in which shippers and consignees are treated by the officers of the Toronto and Nipissing Railway. It is within the knowledge of the writer, that shippers of cordwood at the Markham station, have been treated in the most shameful manner. They have for weeks, and even months, borne this treatment without any public complaint. They have entreated, begged, and scolded by turns, but all to no purpose. Their entreaties and their patience have been alike treated with contempt. About two months ago, the Hon. Mr. Reesor sold to Messrs. Cooke & Leak, of Toronto, two hundred cords of wood, which has now been lying nine months at the Markham station seasoning in the sun. It is as dry as a bone. Since the sale, only by the greatest effort, three car loads were taken to Messrs. Cooke & Leak, during a period of six weeks. The fourth car load was loaded about ten days ago, and up to Tuesday was standing here at the station. The agent refusing to ship it unless the shipper would certify that it was green wood. This was of course impossible. But so anxious were Messrs. Cooke & Leak to have the wood, which they had promised to their customers, that they went to the railway office in Toronto and offered to pay green wood rates, but all to no purpose. A deaf ear was turned to all entreaties. But what is strange is the fact that wood is being shipped from Goodwood and Uxbridge at the rate of from sixty to one hundred cords per day, but from Markham not one car load in a week. Whether the design is to show with how much contempt shippers in Markham can be treated with impunity, or whether it is to ruin the wood branch of the business of Messrs. Cooke & Leak, who relied on this wood for their customers, we do not know. But we do know the truth of what we state. But the difficulty in the way of shipping at Markham has cost fifty cents per car more for loading than formerly, because men will not go to the station five days out of six on a fool's errand. The fact is, that wood to-day is worth as much at Goodwood as it is at Markham, while in reality it ought to be worth forty-two cents per cord more at the latter than at the former place, from the fact that it is fourteen miles nearer Toronto. But the issue must soon come. The court must soon determine whether the Toronto and Nipissing Railway Company may continue to treat with contempt the solemn contract entered into with the municipality of Markham. We say nothing about the generous manner the people of Markham and Toronto treated that company. We say nothing of the efforts of individuals and arbitrators, who gave their

Monday the 21st inst. Members all present. The Reeve in the chair. Minutes

of last meeting were read and confirmed.

Communication of advice from Messrs. Blake, Kerr & Bethune, relative to the removal of monument. From the Treasurer of Ontario, stating that the Clergy Reserve Fund for 1871, due the township of Scarborough, is ready, amounting to \$243.75. An account was presented to the Council from Jas. Maxwell, for building a bridge front of Lot No. 2, 3rd Con., amounting to \$418.

PETITIONS PRESENTED.

By Mr. Humphrey, from Rev. J. Fletcher and sixteen others, asking for relief for Jane Robinson, a cripple, in destitute circumstances.

By Mr. Miller, from William Watson and seven others, asking relief for Mrs. Foley, an aged widow, nearly blind and in destitute circumstances.

Mr. Miller, seconded by Mr. McCowan, moved that the following sums be paid to the respective parties hereinafter named: Isaac Chester, one sheep killed and one lamb injured, \$5.33; Richard Thornbeck six sheep and one lamb killed, \$26; John Richardson, three sheep killed, \$8; being two-thirds of the amount of damage they have sustained in the loss of sheep killed by dogs unknown, as testified on oath. Mr. Humphrey introduced a By-law for the closing up and sale of part of the side-road between Lots 4 and 5, in the 3rd Con., which received its first and second reading.

Mr. Miller, seconded by Mr. McCowan, moved that the sum of \$10 be granted for the support of Mrs. Foley, an indigent widow residing on Lot 23, Con. B, and that the Treasurer be and is hereby instructed to pay Mr. Wm. Bell the above sum for said purpose.

Mr. Humphrey, seconded by Mr. Miller, moved that the sum of \$6 be granted for the relief of Jane Robinson, she being a cripple and unable to work, said sum to be paid into the hands of Mr. John Elliot, to be expended by him for her use.

Mr. Miller, seconded by Mr. Humphrey, moved that the Treasurer be and is hereby instructed to pay to Hugh Clark the sum of \$146, for plank furnished for bridges and culverts on the public highway in this municipality.

Mr. Miller, seconded by Mr. Humphrey, moved that the Clerk do notify Elijah Adams, that complaint has been made to this Council that his fence is on the road known as the Fish road, (confirmed by the Quarter Sessions) and that he is requested to remove the same.

The Council adjourned, to meet on Monday the 18th November, 1872.

RELIC OF BYGONE DAYS.

It will be interesting to our readers, especially the brethren of the "mystic tie," to read the address of the Quebec A. F. & A. Masons, to His Royal Highness Prince Edward, Duke of Kent, father of Her Most Gracious Majesty our beloved Queen. It was copied from the original by an eminent member of the craft who was present. He kept it until a short time before his death when he gave it to a prominent mem-

EQUINOCTIAL GALE ON SUPERIOR.

To the Editor of the Economist.

It has been customary for all persons who travel in this part of the world to attempt a description of the scenery through which they pass. I wonder much that such is not the case here, and nothing but the fact of the task has deterred me from attempting it. Whether it is the green in the general appearance of the country, whether it is surprise at seeing scenery that gives rise to this feeling, I do not say, but I believe that most of the people who have been up here have wished their friends by a description of what they have seen; but every such attempt necessarily proves a failure, as I can give anything like a full description of the scenery which we see on Lake Superior. To be fully satisfied it must be seen; and I fear I will be unsuccessful in my attempt to describe the equinoctial gale. The same remark is equally applicable, and must be fully appreciated.

Point Porphyry is about nine miles long, and twenty-five miles wide. Thunder Bay (a name which is a misnomer, as the bay is between the point and Thunder Bay, and is about five miles above the level of the lake, rising almost perpendicular from the shore. There are seven men here employed in the erection of a light house. Our material is scattered all over the shore, as possible, to the point, about twenty feet above the water. Mr. Editor, you must bear in mind that there are no clay banks or sand beaches here. The shore is solid rock, steep and rugged, rising perpendicular to the water. As well as most of the other lakes, it is covered with trees of various kinds, growing to a very respectable height. Given you a faint idea of the kind of scenery we are in, I shall proceed to the description of the equinoctial gale.

The gale commenced with a thunder storm, such as I have never seen before. To describe it is almost impossible. No doubt you are familiar with the appearance of clouds at the same instant, you have some idea of the appearance of the sky here. This, however, is only seen at a distance, but when close surrounded by blinding sheets of water, followed by terrific crashes, shaking even the solid rock, a storm like this lasting ten or fifteen minutes with varying intensity, and you have some idea of the pleasure of being in my part I could enjoy it, were it not for the dangerous proximity to my own person. I am quite ready to say that I am quite enough of Lake Superior. A heavy gale of wind from the east, and suddenly veering to the south-west it blew a perfect cyclone, rolling tremendous waves of water. It began to sound, rather than to blow, and we got up to make every thing again retired to bed; but imagination at daylight to find our boat (by means of communication with the world) swept away by the waves to pieces on the rocks. It now seems somewhat alarming and we cannot remove our material further from the shore, but before we would do so some of the material was swept into the lake. Heavy in a box of plate glass was carried off, they had been so much chaffed.

Markham and Toronto treated that company. We say nothing of the efforts of individuals and arbitrators, who gave their services without charge, and obtained the right of way on the most favorable terms, and the bonuses most generously granted. We say nothing of the soulless ingratitude of a puffed up railway corporation; but we do complain of the violation of a solemn contract entered into with the people of these municipalities, and with the parliament of Ontario, as set forth in the statutes, which provides that the company shall carry wood any distance under fifty miles for three cents per cord per mile. We do not doubt justice will be administered by the courts. All the money the company have received from the municipalities will not bribe our judge or juries. Dealers in Toronto say that the Managing Director is interested in the wood shipped from Goodwood, if this be true, it will probably be brought out before a chancery judge.—*Communicated.*

ACCIDENT—On Wednesday last, as Mr. Thos. Speight, sr., was engaged in the factory, known as Speight's Novelty Works, working at a small circular saw, it accidentally came in contact with the fingers of his left hand, rather seriously lacerating three of them, one of which was almost completely cut through—the bone and nearly all the soft tissues being divided. Dr. Rutherford was in attendance and dressed the wounds, replacing all the parts. A most satisfactory result is anticipated.

I. O. OF G. T. ENTERTAINMENT.—The lodge of Good Templars, organized in this place some six months ago, gave an entertainment of a very interesting character in the town hall, on Tuesday evening last, made up principally of singing by their excellent glee club and readings by several of the members of the temple. The organization is in a very prosperous condition; there are about one hundred members on the roll of the society, and new members are initiated almost every meeting.

FARMERS' CLUB.—The Farmers' Club met at Milliken's Corners, on Saturday last, and adjourned to meet at Webber's hotel, Hagerman's Corners, on Saturday, Nov. 2nd prox., at 2 o'clock p.m. The report of the committee appointed to visit the model farm at Mimico, will then be presented. Subject for discussion—farm buildings—their architecture; also, winter feeding.

DR. ROSE, of Bond Head, well known in this section, will visit Markham, professionally, on Tuesday, Wednesday and Thursday, Oct. 29th, 30th, and 31st. He can be consulted at the Wellington hotel during that time.

CHURCH SERVICE.—The Rev. Mr. Trew, of Yorkville, will preach in the Church of England, Markham Village, on Sunday next, at three o'clock p.m.

MARKHAM COUNCIL.—The Markham Council will meet at Sizs's Hotel, Unionville, on Saturday next, the 26th inst.

...ent member of the craft who was present. He kept it until a short time before his death, when he gave it to a prominent member of the craft, who is writing the early history of masonry in America, which will shortly appear:

To His Royal Highness, Prince Edward, Knight of the most noble order of the Garter and of the most illustrious order of St. Patrick, Major General of His Majesty's forces, &c.; Right Worshipful Grand Master of the most ancient and honorable fraternity of Free and Accepted Masons in the Province of Lower Canada;

MAY IT PLEASE YOUR ROYAL HIGHNESS,—His most gracious sovereign having ordered you upon active service in defence of your country, and our happy constitution, the society of Freemasons in the city of Quebec, beg leave to approach you, on the eve of your departure from the Province, to express the firm and unshaken loyalty to their King, and to the illustrious house of Hanover, and to testify to your Royal Highness their veneration for that system of government which in Britain consists of Kings, Lords, and Commons, whose basis is founded on principles of justice and mercy.

The gracious and engaging condescension of your Royal Highness and your exemplary conduct in every part of your duty claim our admiration; as men animated with a due sense of such meritorious deportment, we offer you tribute of praise. As masons we feel language too inadequate and too feeble to express our gratitude for your undivided attention to the royal craft.

It is highly flattering to us to have the sons of our Sovereign members' and heads of our order, and more practically so, when we reflect that they have from experience the most ample conviction, that none of His Majesty's subjects, in profession, or in practice, show stronger attachment, to his person, family and government. We have a confidential hope that under the conciliating influence of your Royal Highness, the fraternity in general of Freemasons in His Majesty's possessions will soon be united. It is our sincere and ardent wish that since the service of your country calls you to more important exertions and to a more enlarged sphere of action success may attend you in every clime, and that you may be distinguished by the approbation of your royal father, (George III.) and the confidence of the nation in every period of your life. We lament that your residence cannot be prolonged among us. Should it be consistent with your honor and happiness, we would heartily rejoice to see you return to this country.

(Signed): Wm. Grant, D.G.M., Thomas Ainslie, D.G.M., at Freemason's Hall, in the city of Quebec, this 8th day of January, 1794.

BROTHERS.—Be pleased to accept of my most grateful acknowledgements for the very flattering manner in which you have been so good as to express your approbation of the line of conduct which I have held since I have been in this Province, and also for the good wishes you offer for my future welfare and prosperity.

You may trust that my utmost efforts shall be exerted that the much wished for union of the whole fraternity of Masons may be effected. I sincerely hope to hear that at all times the utmost harmony reigns in your Masonic operations; whilst that each of you may live in an uninterrupted state of private happiness and content, will ever be a principal object of my prayers to the Grand Architect of Heaven.

EDWARD

...swept into the lake. Heavy rain fell, and a box of plate glass was carried away they had been so much chaff. Ina correspondent emerging from under a huge wave, drenched from head to toe, to save something from the destruction, but nothing appeared to the waves rose higher and higher, and we had to move lively in save anything at all. But when a moment to recover our breath treated to the most magnificent sight could be imagined. Immense waves rolling in shore and striking the rocks to an immense height and for hundreds of feet, while the spire rose high above the trees, and the beautiful waterfalls on their return tops of the rocks to the lake beneath lasted all day, hourly increasing in. When night set in again we remove our personal effects, as there were now coming right over our heads the stores were being washed away rather an alarming rate, but when made its appearance on the floor the signal for a general stampede. Every man shouldered his best struck out for higher rocks, where a very indifferent night. However leaving, we lashed our cabin fast and found it all right in the morning storm having subsided during the day. We have now given you a true picture of an equinoctial storm, as I have stated in the butset, the real thing will be fully appreciated by seeing it. How long we shall be left alone. We attempted to signal a steamer, but although only about two miles off, she took no notice of us, we must trust to chance for our rescue; I should ever reach you, you will find we have established communication with Silver Islet and the rest of the world are minus of much valuable material will delay us very much in getting our lighthouse completed. Before I say a few words about the mine, Silver islet is of course the centre of the operation, and well it may be, for all the small islet of rather rock, not more than the premises in which the mine is printed, millions are being taken. In some cases native silver blocks from twelve to fifteen pounds, are worth one dollar per ounce. I engaged raising boulders from the mine of which lately raised and weighed tons was worth five thousand dollars. I have taken out of this mine 100,000 lbs. of ore to three dollars a pound, but several other mines which bid fair to even this yield. Mining is now up here, but I am sorry to say American capital that is mostly Canadians appear to be satisfied. Americans reap the benefits of the best mineral regions in the world, of their not even knowing that there is the world far less within the province of Ontario. Yours respectfully, Point Barby, Sept. 26th, 1881.

On Thursday night last, four horses, the property of Mr. Montague, while grazing on a track, about a distance north of the mine, were struck by a train going north. Two of them were killed outright, and two legs broken. It is supposed that the train struck a gate post of the Barby which were in the way.

Mr. H. Green, reported

ME
72 10 24
CST'd

the community.
The electors of East York as a whole are well satisfied with the *personel* of the present government, and will give them a generous support through their representative.

THE NIPISSING RAILWAY AND CORDWOOD.

The little feeling of dissatisfaction existing between the wood dealers at Markham, and the Toronto & Nipissing R. R., relative to shipping cordwood, it is hoped will be amicably adjusted between the principals. The misunderstanding appears to be in the distinction between dry and green wood. Mr. Gooderham, the Managing Director asserts that a cord of dry wood weighs 3,000 lbs., and is willing to accept that as the standard. The dealers claim that green wood piled in the yard at the station last February, and remaining there until the present time should certainly be dry—irrespective of weight. Mr. Gooderham had a car load of five cords of such wood tested, and its weight was a little over 19,000 lbs., whereas six cords of dry wood only weighs he says 18,000 lbs.; and herein lies the bone of contention.

The thirty-first clause of the Toronto & Nipissing Company's Act of Incorporation reads as follows:

"The said Railway Company shall at all times receive and carry cordwood, or any wood for fuel, at a rate not to exceed for dry wood two and a-half cents per mile per cord for all stations exceeding fifty miles, and at the rate not exceeding three cents per cord per mile for all stations under fifty miles, in full car loads, and for green wood at the rate of two and a-half cents per ton per mile."

The company assert that they are willing to compromise the matter, and carry partially dry wood as above stated. Dead locks between dealers and the company should be avoided if possible, as they only tend to injure the traffic on the road, and prevent dealers from shipping, consequently destroy the trade in the villages. The difference in dispute is only twelve cts. on the cord, or sixty cts. on the car load. Delays in shipping is sometimes another source of complaint. This cannot always be avoided, and is experienced on all railroads. During the season for shipping grain it cannot be reasonably expected that the company will leave the moving of grain to carry wood. A little forbearance, with explanations on the part of both shippers and the company, will, it is hoped, settle the present slight misunderstanding.

MARKHAM COUNCIL.

The above Council met at Size's hotel, Unionville, on Saturday, the 26th inst. Members present—Jas. Robinson, Reeve; W. Eakin, Deputy-Reeve; J. Horner and W. Milliken, Councillors. The Reeve in the chair. The minutes of last meeting were read and confirmed.

Mr. Eakin, seconded by Mr. Horner, moved that the Treasurer be and is hereby authorized to pay the account, of T. Speight & Sons amounting to \$3.40, for suanishing 240 feet of plank for bridge between Lots 10 and 11, in the 7th Con.

Mr. Milliken, seconded by Mr. Eakin

known, highly respected during his long residence in Pickering, and at his death deeply lamented by a large circle of friends.—Com.

MATHEMATICAL.

1. Two trees on a horizontal plane are 78 feet and 100 feet high respectively, and 120 feet apart. Suppose a person stands the same distance from the base of each tree that their tops are apart, what will be his shortest distance from a straight line joining their bases?

2. The breadth of a rectangular plank is uniformly 4 feet, and it is the longest that can lie on the floor of a square room, the area of which is three times the area of the plank. Find the length of the plank and the side of the room?

Answers given in two weeks. Solutions to be acknowledged must be in the hands of the Editor not later than the second Saturday after the publication of the problems.

Answers to those of last number: 1st. \$2644.80 = amount in 5 per cents, and \$5875.20 = amount in Toronto and Nipissing stock.

2nd. \$903.26 at compound interest, and \$925.90 at simple.

Correct answers received from Mr. G. M. Jacques, Malvern.

DR. RUTHERFORD.—It is with regret that we announce the departure of Dr. Rutherford from amongst us. He came to Markham only six months ago a stranger, and had gradually worked himself into a good practice notwithstanding the array of medical talent with which he had to compete. His success as a practitioner has been excellent, as his numerous patients—living witness—willingly testify. In addition to his professional abilities, he was courteous, honorable, obliging and attentive, and carries with him to his new field of labor (village of Millbank) the warmest wishes of real friends.

FINE POTATOES.—In tendering our thanks to our old friend, Mr. Thomas McMackon, for the bag of Garnet Chili potatoes, we candidly state that larger, better flavored, and sounder "spuds" have never adorned our table or satiated the cravings of a hungry editor. They will average a pound and a half each potato, and are true emblems of a tried and trusty friend—mealy and sound at the heart. Mr. McMackon says he has 200 bushels that are equally good that he will sell.

CURLING.—The Heather Curling Club held their annual meeting on the 19th inst., when the following gentlemen were elected office bearers for the current year, viz: John Gibson, President; Robt. Crawford and Dr. Pollock, Vice-Presidents; Wm. Clark, jr., Secretary; John Clark, Thos. Gibson, Hugh Clark and Robert Crawford, committee of management. Secretary's address: Agincourt, P.O.—Com.

LORD DUFFERIN has returned to Ottawa, and James J. Barker has the largest, best and most varied stock of dry goods, clothing, boots and shoes, hats, caps, shirts and drawers, ladies' furs, shawl and heavy hardware, glass, paints, and groceries. Government savings Bank.

The Globe of Tuesday narrates the following

tors of Provencer for honor of choosing him tatiye. The following the principal portions of

"Allow me to thank you have done me in the mation to represent your toral division in the Com minion of Canada. I cot ted such an expression your part. I may be conscience and my conve me that my colleagues Government as well as n measure of our ability, possible to render justice and to endow it with po which put it on a footing other, Provinces. In or this we have had to st many prejudices. I dare the choice you have just only taken into consider Minister, have been able the way of forwarding the Province, but also what the Government of the desirable an object.

"You and your Provi friends in the different P minion; and specially Province of Quebec; v sympathised with you an to do so, and which will her power that the conc between the different rel happily prevail within may also reign among the different religious persua I can assure you that the party of the Province of greatly contributed to possession of free insti with gratitude the electo just performed. * * * assured that I shall alway you have committed to n as to prove that you have representative a sincere foral division and of your that when you chose m there were several candid your suffrages, and that i fectious and political co divided between the can then do otherwise than g ledge the kindly act of the spon oneously withdrew order allow you to unite me."

Montreal, September 2

Sir George Cartie to the point of publici whom his colleague, Sir J not many weeks ago de derer, for the kindness in voluntarily resigning have held, in order to Hon. Baronet. What n

Woodbridge Annual little village of Woodbr on Wednesday by the o nual fair. The show of implements, horses, &c., average of country sho may take just credit to lence of the various artic Toronto, Grey & Bruce from Toronto, and way hundred persons, who, and tempted by the gen weather, were determin of it." The site of the stony selected. "A la well arranged pens fo poultry while ample s for the exhibition of the in agricultural impleme ments of the fair reflect

Terms: Monthly, at \$3 a year in advance. Single numbers, 30 cents. Clubs of ten or more, \$2 each. Address, S. R. WELLS, Publisher, 389 Broadway, New York.

Toronto and Nipissing Railway.

TRAINS MOVING NORTH.

	No. 1. Mail.	No. 3. Mail.
Toronto.....	7.05 a.m.	8.50 p.m.
Scarboro' Junction.....	7.40	4.20
Agincourt.....	8.00	4.40
Unionville.....	8.20	5.00
Markham.....	8.30	5.10
Stouffville.....	8.55	5.40
Goodwood.....	9.20	6.05
Uxbridge.....	{ arrive. 9.45 depart. 9.55	{ 6.35 6.45
Wick.....	10.25	7.15
Sunderland.....	10.40	7.30
Cannington.....	11.05	7.55
Woodville.....	11.25	8.15
Midland Junction.....	11.35	8.25

TRAINS MOVING SOUTH.

	No. 2. Mail.	No. 4. Mail.
Midland Junction.....	6.30 a.m.	2.00 p.m.
Woodville.....	6.40	2.10
Cannington.....	6.55	2.25
Sunderland.....	7.20	2.50
Wick.....	7.35	3.05
Uxbridge.....	{ arrive. 8.05 depart. 8.10	{ 3.35 3.50
Goodwood.....	8.35	4.20
Stouffville.....	8.55	4.45
Markham.....	9.20	5.10
Unionville.....	9.30	5.20
Agincourt.....	9.50	5.45
Scarboro' Junction.....	10.15	{ arr. 6.05 dep. 6.10
Toronto.....	10.45	6.40

Connecting at Scarboro' Junction with Grand Trunk Railway going east, at 6 p.m., and with Midland Railway at Woodville Junction for Lindsay, Peterboro, Beaverton and Orillia.

Stage connections at Markham for Cedar Grove, Belford, Brougham, Whitevale, and Boxgrove.

NEW FALL MILLINERY

OCKERY, CLASSWARE, ETC.

NOTICE IS HEREBY GIVEN that an application will be made to the Legislature of Ontario, at its next session, for the purpose of amending the Act of Incorporation of the Nipissing Railway Company, in order to give time for the completion of the same.

October 17, 1872.

NOTICE is hereby given that I, Weston Palmer, of Picton, Ontario, do hereby forbid negotiating for the purchase of the Nipissing Railway Company, at a price of eight hundred dollars, or more, for the same.

ME
72 10 31

GE

DS !

order

crowd 29/11/2004 MILLS MEMORIAL LIBRARY
seat:
should go early.

LECTURE.—The Rev. A. R. Kennedy, Pastor of the Jarvis street Unitarian Church, delivered the second of his series of lectures in that church last evening before a large congregation. The reverend gentleman took his text from the last verse of the 20th chap. of Mathew. The subject was "Future Punishment." The lecturer explained the meaning of the original words translated "Hell;" the Greek word "Hades," which simply meant, "the hidden world," and the Hebrew word "Gehenne," which was derived from the name of a valley just outside Jerusalem, where human sacrifices were wont to be made.

RAILWAY ACCIDENT.—On Saturday evening about six o'clock, a slight collision occurred on the Toronto & Nipissing Railway, a little east of the Don station, between two freight trains, resulting in the smash up of two or three cars. It appears that two freight trains were coming towards Toronto, one following some little distance after the other. Just before reaching the Don station the first train had to be brought to a stand still, and notwithstanding that a red light was exhibited on the rear of train number one, the driver of train number two allowed his engine and train to rush on to the rear of the first train. Fortunately no one was injured, but two or three cars were somewhat smashed. We understand that the engine driver and conductor of train number two will be dismissed for their carelessness.

RIFLE MATCH.—The annual rifle match of No 6, or F Company, Queen's Own Rifles, took place on the Garrison Common on Saturday afternoon. The competitors were entertained at an excellent supper in the evening by the officers of the company at Mr J Shannessey's Royal saloon, King street, when the prizes were distributed to the successful shots by Capt. Bethune. The following are the names of the prize winners, &c:—1st prize, a marble clock, value \$15, presented by Capt Bethune, Sergt Mace; 2nd, a cup, value \$13, presented by Lieut Kane; Sergt. Groves; 3rd, a

men's birthday—A picnic at the Crystal Palace
Saturday, May 1st—Mile race and
crosse match on the Cricket Ground
Dominion Day—Second in a mile
a lacrosse match on the Cricket Ground
being defeated for first prize by a S
Indian.

Same Day—First prize in a mile
the Butchers' Association picnic.

September 27th—Mile race at a
match on the Cricket Ground.

September 8th—Mile race at a
match on the Cricket Ground.

October 28th—Was second in t
comers' mile race at the games
Cricket Ground, Bailey, of Ottawa
first prize; was also first in the m
for amateurs, but was ruled out.

LEGAL INTELLIGENCE.

OSGOODE HALL, November
CHANCERY CHAMBERS.

Before the Referee.

Likens v. Green.—Mr. W. G. Cass
tained an order for payment of the
due a legatee who has attained
majority. Granted.

Jarvin v. Wood.—Mr. Snelling
for an order directing a Surrogate
triar to attend at the hearing. The
refused the application, as he has n
diction over the officers of another c

Eakins v. The Provincial Insurance
Mr. A. H. Meyers obtained an order
costs occasioned by the appellant
put in a bond which was subse
abandoned by him. Messrs Robi
O'Brien contra. The costs of one e
ment were deducted from the
respondent.

Mears v. Mears.—Messrs Robi
O'Brien moved on notice for an order
instate the bill, which was dismissed
C. Moss showed cause, and contended
as the hearing of the cause had been
postponed on payment of costs, this
caution could not be entertained until
costs were paid. It was also objected
the evidence used on this application
have been used on the motion to di
and therefore cannot now be heard.
Bank of Montreal v. Wilson (Ch'y).
Application refused, with costs.

Taylor v. Crandall.—Mr. G. M. R
tained a final order for sale.

Burland v. Brennan.—Mr. Henderson
tained an order for *non est* in a

Leader
Nov 4
1872

Black, a newsboy named William Alexander, who was in the employment of Chisholm Bros., news agents, was fatally killed at the Unionville station Toronto and Nipissing Railway. The unfortunate lad, it seems, was standing on the top step of one of the cars of the train, which he was travelling, and on getting into the station a train loaded with coal was passing out. One of the pieces of coal which was projecting over the side of the train, struck Alexander, knocking him off the step on to the track between the wheels of the train, which passed over his body, mutilating it in a shocking manner and causing instant death. Dr. McEwen, coroner, held an inquest, and the jury returned the following verdict: "That William Alexander, news boy on the T. & N. Railway, came to his death on Saturday night, 16th inst., having been struck by a piece of wood on a passing freight train, which fell suddenly under the cars, while he was carrying his box of books and papers along the narrow platform between the two tracks at Unionville."

IMPORTANT SALE OF THOROUGH-STOCK.—Mr. John Miller's great sale of short-horn cattle and Cotswold sheep, was held in Pickering, near Ham, on the 14th inst. The prices were moderately high. Dairy Maid, a year old heifer, sold to J. R. Craig for \$100. Several American buyers were present the purchasers. The Hon. G. W. Hoyle, from Champlain, N.Y., made several purchases. There were twenty-head of cattle sold for \$6,250.—Twenty-eight imported Cotswold ewes sold for \$2,105, the prices ranging from \$150 to \$100 each. Eight ewes and twenty-four lambs, mostly home bred, brought \$1,110. G. W. Hoyle takes twenty-two of the lambs.

SOCIAL.—There will be a social at Mrs. Barker's this (Thursday) evening, the object of which is to raise funds to purchase lamps and a chandelier for the beautiful Presbyterian Church, now nearly completed. It being the first social of the season and the object very laudable, it is expected that the attendance and contributions will be such as to ensure means to secure permanent (temporal) light "to lighten the titles."

An inquest held on the remains of Wm. Alexander, who was killed at the Unionville station, it was brought out in the evidence that the narrow platforms between the main line and sidings, at the several stations on the T. & N. Railway, are only intended for steps for the convenience of passengers, and not to be used as platforms on which to stand, or used for luggage. Parties standing on them when the cars are in motion, do it at their own risk.

TORONTO AND NIPISSING RAILWAY.—A meeting of the shareholders in this road was held in their offices yesterday, where there were present Mr. J. G. Worts, chairman, and Messrs. Joseph Gould, Uxbridge; James E. Ellis, John Gordon, Wm. Copeland, Charles Robertson, Lawrence Buchan, A. T. Fulton, secretary and treasurer. A statement on the table showed the following figures:—Stock paid in, \$193,250; municipal bonuses \$375 072 59. The amount of bonds issued is \$597,000. A resolution authorizing a further issue of bonds to the amount of \$76,000 was carried without discussion. The meeting then adjourned.—*Globe.*

THE Uxbridge monthly fair for November came off on the 11th inst. It was well attended—in fact, the largest held there yet. The field was well filled with cattle and sheep, quite a number of which changed hands at good prices. A splendid show of butter was also easily disposed of.

KITTO'S HISTORY OF THE BIBLE.—Mr. Stinson, the agent for this celebrated work, is now canvassing this section. The work is highly recommended by ministers of every protestant denomination, and should be in the library of every respectable family.

PROLIFIC, VERY.—Mr. W. H. Fry, of the Whitvale gardens, boasts that he has a Berkshire sow, three years old, that has given birth to fifty pigs in three litters, within fourteen months. It is believed this is the largest porcine yield yet.

Tax Ottawa Citizen says: "It would make some of our fine ladies stare to see Lady Dufferin promenading the wet streets the other day, doing her shopping. She dresses plainly and sensibly, wears thick-soled boots, and does not fear to walk from one end of the city to the other, or to face the muddiest crossing on Sparks street."

THE Markham Council will meet at Unionville, on Saturday, the 30th inst.

garroting as punishment for crimes, and strenuous efforts were made to prevent this crime, but without success. The crime continued to increase, until in an evil hour for the garroters, two of them attacked a member of Parliament on his way home from the House. Immediately a Bill was passed in the House giving power to the presiding Judge to sentence a prisoner, convicted of garroting, to be flogged. Mark the result; garroting ceased to be the fashionable offence it once was. The sound of the cat on the garroter's back passed beyond the walls of the gaol, and the new offence was at once discontinued, and it is now a rare thing that it is committed at all in London. The safety of society requires that the punishment meted out to the offender should be of such a nature as to deter him from repeating the offence, and in the cases in which flogging has been administered in this country, it has only been administered in such as would admit of no other remedy. That women and young females of tender age are to be at the mercy of any ruffian who may choose to molest them and then only be liable, if caught, to a comparatively short term of imprisonment, is manifestly against the true interests of society, and the flogging for such offences is only too light a punishment for such crimes.—*Peterborough Times.*

RAILWAY MEETING.—A meeting of those interested in the proposed branch railway from Stouffville to Jackson's Point, took place at the Royal hotel, Sutton, on the 13th inst. A resolution was passed appointing a provisional direction, and a sum subscribed towards paying the expenses of the charter, to be applied for at the coming session of the Ontario Legislature. There was a resolution passed recommending the municipalities to take stock in the road, instead of granting bonuses, which seems now to be the most desirable for the township. There were present—Mr. Dodge, M. P., Capt. May, Mr. Blake, Mr. McCormack, and many others residing along the line of the road now surveyed.

A very sensible bill was introduced into the Vermont Legislature and like every sensible innovation it was doomed to at least one defeat. It failed to pass, but the next time it is introduced it will probably get more votes and about the third time it will pass. It provides that no person with a wife, child or parent shall bequeath more than one third of his or her property to any public or charitable institution. There should be some provision in cases where the property exceeds a million dollars, but something should be done to prevent eccentric individuals from acquiring a reputation as philanthropists at the expense of their families.

it is stated that the new silk, which has already undergone a process of whitening, never acquire a fine texture as they are exposed to sulphuric acid. The beautiful whiteness character of the Chinese fabrics is a well known fact.

THE DEEPEST WELL IN THE Twenty miles from Berlin is a village of Spereberg. Ownership of gypsum in the localities to the Government authorities of the mines to attempt to obtain rock salt. With this end in view a shaft or well sixteen feet deep was commenced some five years ago at a depth of two hundred feet the salt was reached. The boring continued to a further depth of one hundred and sixty feet, the diameter of the shaft being reduced to about thirteen feet. The operations were subsequently aided by steam until a depth of one hundred and ninety feet was attained. At this point the boring continued, the borer or bit being used, which thus exhibited a thickness of three thousand and seven feet. There were difficulties connected with the continuation of the operations.

VICTIMS OF THE BOSTON FIRE.—The remains of two ladies taken from the fire on Wednesday last, are now in the hands of an undertaker, and there is no hope of recovering them except by patches. The remains of the Misses Hutchinson have been recovered by jumping from the window and continuing for other bodies. College suffered by the fire to the extent of \$562,000. This amount included the land. It will cost \$300,000 to rebuild. Towards this it has \$100,000 on hand out of the \$216,000 for insurance. The permanent loss of John Ball, who had his leg at Whitby, underwent an amputation on Sunday afternoon, at the City of Simcoe and Front streets, the operation was performed by Dr. Delabook, and the patient is to be doing well. Thibault, also at Whitby a short time ago had his feet amputated by Dr. Delabook, is so far recovered to go home.

ME 72 11 21

ONTARIO ARC
TORONTO

Markham Egan

21st November 72

Fatal Accident at Unionville

boy struck by lumber sticking out from passing train. Knocking him ^{into} ~~under~~ the track under the back of the train on which he was travelling "mutilating his body in a shocking manner."

man, ready to send out.

JAMES VICK, Rochester, N. Y.

Toronto and Nipissing Railway.

WINTER ARRANGEMENTS.

Trains run daily between Toronto, Woodville Junction, and stations north, from Berkeley Street station, as follows:

GOING NORTH.	MAIL.	MIXED.	MAIL.
	a.m.		p.m.
Toronto, leave.....	8.00		8.50
Scarboro' Junction.....	8.35		4.80
Agincourt.....	8.55		4.50
Unionville.....	9.15		5.10
Markham.....	9.25		5.20
Stouffville.....	9.50		5.45
Goodwood.....	10.15	p.m.	6.05
Uxbridge..... { arrive.	10.40		ar 6.30
{ depart.	10.50	1.15	de 6.35
Wick.....	11.15	1.55	7.00
Sunderland.....	11.30	2.15	7.15
Cannington.....	11.55	2.50	7.40
Woodville.....	12.10	3.15	8.05
Midland Junction.....	12.20	4.00	8.15
Argyle.....		4.10	
Eldon.....		4.35	
Portage Road.....		5.00	
Kirkfield.....		5.15	
Victoria Road.....		5.35	
Coboconk.....		at 6.00	

GOING SOUTH.	MAIL.	MIXED.	MAIL.
	a.m.		p.m.
Coboconk, leave.....	7.00		
Victoria Road.....	7.40		
Kirkfield.....	7.55		
Portage Road.....	8.10		
Eldon.....	8.40		
Argyle.....	a.m.	9.10	p.m.
Midland Junction.....	8.45	9.30	1.30
Woodville.....	8.55	9.40	1.40
Cannington.....	7.10	10.10	1.55
Sunderland.....	7.30	10.50	2.15
Wick.....	7.45	11.15	2.30
Oxbridge..... { arrive.	8.10		ar 2.55
{ depart.	8.15	11.45	de 3.05
Goodwood.....	8.40		3.30
Stouffville.....	9.00		3.55
Markham.....	9.25		4.20
Unionville.....	9.35		4.30
Agincourt.....	9.55		4.50
Scarboro' Junction.....	10.15		5.10
Toronto..... { arrive	10.45		5.35

STAGE CONNECTIONS.

Markham—Stage for Cedar Grove, Belford, Whitevale, Bangor, Brougham, &c.

Uxbridge—Stage for Manchester, Prince Albert, Port Perry, Epson, Utica.

Sunderland—Stage for Vroomanton, Valentyne.

Cannington—Stage for Oakwood, Manilla.

At Scarboro' Junction connect with G. T. R. going East, and at Midland Junction connect with Midland Railway for Lindsay, Peterboro, Beaverton, &c.

W. GOODERHAM, JUN.,

Managing Director.

Toronto, Dec. 4, 1872.

837-2

TOMLINSON'S

Destroys all taste of turnips on butter

At the M

Only f

Markham, November 27, 1872.

9c

c

NINE CEN

ER

GOODS

ME

72 12 12

LORS !

ELS.

Makhuu Exams

26th Dec 72

3 locomotives off the track at Makhuu in the
snow — all trains cancelled.