

Mrs. Miller that Mrs. David Reesor, their daughter was dying in Scotland, and many stayed away in consequence, the large farm house would not have been large enough to hold the visitors. It was a heartless joke. The receipts were \$88 which are to be applied towards purchasing a cabinet organ for the use of the choir in the New Presbyterian Church, Markham. Mrs. James Dimma will give a social at her residence, Lot No. 5, 10th Con. Markham, on Friday evening, the 7th of February next, in aid of the new Presbyterian Church building fund. It may reasonably be expected that the attendance at Mrs. Dimma's will be very large.

**TORONTO AND NIPPISSING RAILWAY.**—This railway seems to have suffered more than any of the others during the recent snow storm. During the latter part of last week traffic was very much interrupted. For a number of miles out from Scarboro' Junction, the track was completely buried to a depth of from five to ten feet. Mr. Gooderham, the Managing Director, was on the ground as soon as possible with a large force of men from Toronto, who had literally to shovel the track clear for one continuous stretch of about three miles, where the snow had been packed so solid that a man could walk on it. The trains recommenced to run regularly yesterday.—*Globe*.

**SCARBORO' AGRICULTURAL SOCIETY.**—The annual meeting of the Scarboro' Agricultural Society was held at Woburn, on the 10th inst., and the following officers elected: James Lawrie, President; Wm. Westney, Vice-President; John Crawford, Sec. and Treas.; Directors: Messrs. John Little, J. P. Wheler, John Morrison, Adam Hood, Geo. R. Secor, Wm. Bell, David Johnston, John P. Wheler, jr., W. A. Forfar; Auditors: Wm. Walton and Wm. Forfar.

**NEW METHODIST CHURCHES.**—Tenders will be received by S. James, Esq., at his office, corner of Adelaide and Toronto streets, Toronto, until noon, on Wednesday, 5th Feb., for the erection of two brick Primitive Methodist Churches—one in York Township, the other at the Junction, Scarboro'. Plans and specifications can be seen at his office. The lowest or any tender not necessarily accepted.

**ACCIDENT.**—On the 9th inst., Robt. Bell, aged about three years, son of Mr. Wm. Bell, 6th Con. Pickering, while engaged in a playful scuffle with his brother, fractured his right thigh at the lower junction of the middle with the lower third of the femur, and also the knee cap of the same limb. Dr. W. S. Black attended the little suffer-

**CONGREGATIONAL S. SCHOOL.**—The following is the twenty-second annual report of the above Sabbath School, in Markham Village, for the year ending Dec. 31st, 1872: Number of scholars on roll, 79; average attendance, 66. No. of verses recited 7,242. There were five scholars who attended every Sabbath in the year, viz: Hannah, Hosea and James Wilkinson; Clifford Vanzant and Martha Wales. No. of books in Library, 180.

TREASURER'S REPORT.	
Cash on hand, January 1st, 1872.....	\$44 32
Collections, &c., for 1872.....	30 06
	<hr/>
	\$74 38
	<hr/>
EXPENDITURE.	
Jan. 8th, 1872, for Books.....	\$45 00
Jan. 7th, 1873, do .....	30 00
	<hr/>
	\$75 00
Leaving school in debt, 62 cents.	

**ACCIDENT.**—As Mr. Wm. Birney, sr., of Whitevale, left his house on Saturday morning, the 18th inst., he unwittingly stepped on a piece of very slippery footing, and immediately found his head and heels rapidly changing places. Dr. Black was called in, when it was found that the neck of the left scapula had been fractured, and also had received severe contusion of the head.

**THANKS.**—To the Hon. A. McKellar we are deeply indebted for papers relative to the operation of the system of the Ballot in the Colonies; and to J. Crawford, Esq., for minutes of Scarboro Council; also to Jas. Lawrence, Esq., for minutes of Vaughan Council; also to H. Benton, Esq., for minutes of Pickering Council, we beg to tender thanks *en bloc*.

**S. S. CONVENTION.**—The Township of Markham Sabbath School Convention will be held at the Wesleyan Methodist church, on Thursday and Friday, the 13th and 14th of February next. The friends of Sabbath Schools are cordially invited to attend.

**SOCIAL.**—A social will be held at the residence of Mr. Henry R. Wales on the evening of Thursday, 5th of February. All are cordially invited to attend. Proceeds to be applied for Congregational church purposes.

**COUNTY COUNCIL.**—The Council of the County of York, met at the Council Chambers, Toronto, on Tuesday, the 28th inst. W. H. Thorne, Esq., re-elected Warden.

On Sunday evening last, about seven o'clock, the stable of Mr. Daniel Drew, William Street, Oshawa, was discovered to be on fire. The alarm was quickly given, and the fire Brigade was soon at the scene of the fire; but owing to defects in the engines, they were unable to throw any water on the burning building, which was soon

The above Council met at E. Inn, Ballantrae, on Monday the 12th at 12 o'clock noon, viz: John Esq., Reeve; Messrs. Maxon, Philip Macklem, Deputy-Reeve, Silas Lundy and Francis Boak, —all of whom made and subscribed a declaration of qualification and required by law, and took their oaths. Reeve in the chair, when the communications were presented. From the Inspectors of Public Schools in North and South York respectively, reference to the formation of a School Section with Markham, numbered twelve.

From A. Boulton, Esq., M.L.A., acknowledging the receipt of petition to the Legislature, to prohibit the manufacture of intoxicating liquors.

From A. G. P. Dodge, Esq., acknowledging the same effect, on the same subject.

From the Clerk of the Council of the County of Essex, with copy of a petition to the Legislature of Ontario to amend the reference to the fees of Registrars.

#### PETITIONS.

From Philip Gower and others, for Mary and Elizabeth Godfrey, blind and destitute.

From the ratepayers of School No. 3, Union with Markham, on Dec. last, praying that no alterations be made in said Section.

Applications for the Office of Assessor from Wm. Young and Wm. H. also received.

A resolution was passed instructing the Treasurer to pay Wm. Johnson, plank and cedar, used on the Division.

Also to pay Philip Gower \$50 expended for the benefit of Mary Godfrey.

Also, to pay the Returning Officer, pointed to serve at the late municipal elections, the sum of \$1 each.

The consideration of the School Section No. 3, Union with Markham, was laid over till the next Council; and the Reeve was instructed to obtain legal advice in reference and report thereon.

Permission to have the use of the Assessment Roll was granted the Assessor during his Assessment. A resolution was passed appointing J. Miller and confirming the Reeve's nomination of Francis Starr as one of the Auditors, and John Young, Assessor; and John Young, Inspector of Licenses—when the Council adjourned, to meet at E. M. Inn, Ballantrae, on Saturday, the 1st next.—*Eve*.

YANKEE STORE, MARKHAM.—Just of fresh Prunes, ten pounds for one quarter, large, fresh and cheap.

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**T. & N. R. TRACK BLOCKADED.**—The snow-fall on Sunday, and the drifting that night completely blockaded the trains on the T. & N. R. R. The deep cuts in Uxbridge were filled with snow, making it impossible to go either north or south. All the engines running on the road were at one time about the neighborhood of a drift endeavouring to force their way through, but up to yesterday had not succeeded. Of course travel was stopped, and no freight, carried along the line, although the engines south of Goodwood might have removed a part of that lying south of that station; however, in a day or two, it is expected they will be running as usual.

**NEW POWER PRESS.**—The new Wharfedale press ordered for the ECONOMIST office has arrived from England, and will soon be in running order. The increase of the circulation of the paper, and the generous patronage in jobbing, rendered it absolutely necessary to increase our facilities for printing. This we are doing at an extraordinary expense. In doing so we trusted that we would be cheerfully sustained by a generous public, and we have not been disappointed. Orders for printing have greatly increased, but collections are hard to make, and we are compelled to appeal to those in arrears to at once assist in relieving us from impecuniosity by paying up.

**NEW SAW MILL IN SCARBORO.**—A new steam saw mill, of some twenty-five horse power, has just been started about half a mile from Ellesmere, and is already surrounded with a very copious supply of logs. It uses a circular saw, which does its work speedily and satisfactorily, and combines a shingle and lath factory. It was manufactured at Brantford, embraces all the newest improvements, and owes its erection here to the enterprise of Mr. Wm. Thomson, long and favorably known in the water power line. Passing travellers cannot fail to be attracted by its smoke and noise, on the line between John Holmes and Dr. Pollock's.—*Com.*

**LECTURE.**—The Rev. Jas. Carmichael, M.A., will deliver a lecture in the Presbyterian Church, Markham, on Friday, the 21st inst., at 7 o'clock p.m., to aid in liquidating the debt on the new church. Subject: "Historical Glimpses." There are two good and sufficient reasons why the lecture should be well attended: the

Hall, on Monday, the 3rd inst. The members were all present; the Reeve in the chair. Minutes of last meeting were read and confirmed.

Capt. Milne, chairman of committee to draft rules and regulations, presented their report.

Mr. Tane, seconded by Mr. Megill, moved that the report be not now received, but be referred back for amendment.

Mr. Megill, chairman of committee to nominate standing committees, presented their report, which was received and read twice, and the Council went into committee of the whole thereon. Capt. Milne in the chair. The committee rose and reported the report, as follows:

Finance and assessment—Messrs. Milne, Tane and Jerman.

Roads, bridges, and sidewalks—Messrs. Jerman, Megill and Tane.

Fire and water—Messrs. Milne, Jerman and Megill.

Printing and contingencies—Messrs. Tane, Milne and Megill.

The report received its third reading and passed.

The Reeve introduced a By-law to provide for certain police regulations, which received two readings, and the Council went into committee of the whole thereon. Mr. Tane in the chair.

The committee rose, reported progress, and asked leave to sit again. Leave granted.

The Council then adjourned to meet on Monday next, the 10th inst.

## THE VILLAGE CORPORATION.

To the Editor of the Economist.

SIR,—As one not unfamiliar with the working of our municipal institutions, I trust I may be allowed to say a word in regard to the inauguration and working of our village corporation. For many years Markham Village has had a population quite large enough to be incorporated into a separate municipality. Just one thing delayed that result: the sad experience of so many villages throughout the province. In many cases as soon as they became incorporated they ran so recklessly into debt, that they brought upon themselves financial ruin, from which it has taken years for them to recover their normal condition. There were many instances where the cleared vacant lands would not rent for the yearly taxes, and numerous instances where lands were offered at public sale by the Sheriff, for five years' taxes, and they would not realize the cost of sale and advertising, leaving nothing whatever for the village or

that \$32 per acre. The average farm is there more than \$ the capitalis for which he cept the lan seas the vill one can con above reaso to a single tants rateal would be m neighbors ta school rates that the pro in the villag was one ye corporated. that if our threatened perty may have never had to bear counties of position in casions bee of Richmor so far out c paper, that laboring m luxury of ronto and is this: 1872, I bonus gra road, and while the p costs me o of pass is o terms, so had, nor d pass oh an the system is passes bribe the who give a stand Mr. all passes. ing of tax Counties c oppressive are exce son why t in our new

Markham

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Two new passenger cars - 51 passenger

Two new loco's

which received its several readings and passed.

The Council adjourned, to meet on Saturday, the 3rd of May next.

#### TORONTO AND NIPISSING RAILWAY.--

The new passenger coach recently placed upon the morning train of this railway, is deserving of notice, evincing as it does a desire on the part of the management to afford passengers every possible convenience. It is considerably larger than the old coaches, and gives comfortable sitting room for fifty-one passengers. The decorations are chaste and highly ornate, and it is fitted up with all the most recent improvements, and furnished with purple velvet seats. The motion when moving is very easy and remarkably noiseless, and affords to passengers all that is necessary to make travelling comfortable and pleasant. We understand that a second coach of the same description will shortly be placed upon the evening train, and that in addition two new locomotives and fifty freight cars will shortly be added to the rolling stock of the company, to accommodate the large amount of freight that will be offered for removal during the ensuing season. The past winter has been unusually severe, and has taxed the resources of the road to the utmost, but we have no doubt, as the weather has now become settled, all the trains will run with their accustomed regularity, and freight shippers be enabled to forward their consignments with despatch.

**FATAL ACCIDENT.**—On Monday last Mr. Henry Burkholder, a respectable young farmer, residing on the 4th Con. Vaughan, while assisting to cut a tree that had blown nearly down and lodged, was fatally injured. It appears that his young brother and another person were cutting the tree with a cross-cut saw which became pinched, and he went to their assistance. They completed their cutting and the butt end flew instantly round, and caught the unfortunate man, crushing him in such a fearful manner that he died within eight hours. The deceased leaves a young wife and numerous friends to mourn his untimely end.

**FARMERS' CLUB.**—Owing to our unavoidable absence from the last meeting of the Farmers' Club, we are unable to give a report of the proceedings. We trust the Secretary will forward us a report to publish in our next issue.

**BIGELOW & HAGLE.**—We can recommend these gentlemen as being prompt and reliable in their profession as barristers. See card.

Don't forget the social at Mrs. Harry Speight's, this (Thursday) evening.

ing on delirium. About six o'clock on Saturday night, when on his way to his home, he stopped on the road near the residence of Mr. Hugh Forsyth slipped himself of his clothing and threw them into a fence corner. He then in a perfectly nude state, ran across the fields and through the woods to the residence of his sister on the Mill Road a distance of over two miles. On arriving at his sister's house, she being alone at the time, became frightened and escaped to a neighbor's. During her absence McMillan broke the window took a piece of the glass and drew it across his abdomen, cutting himself in a fearful manner. Not satisfied with this, he procured a large butcher knife, and with tremendous force stuck it into his abdomen the entire length of the blade, turned it round, and then pulled it out, thus inflicting another terrible wound. Upon his sister returning with a neighbor, he was found lying on the floor in a pool of blood, and nearly exhausted, with the glass and the knife lying beside him. Medical aid was immediately sent for, but the unfortunate man died before the physician arrived.

**FOUND DEAD.**—A colored man named Frazer, residing near Lemonville, was found dead in his house on Monday morning of last week. The night previous as Mr. Davis was driving by the house, he heard considerable noise within, which he thought rather strange. In the morning a Mr. Bell, noticing no signs of life around the premises, went to the house and there found Frazer lying on the floor, dead. He lived alone, and was well-known in the locality where he resided.—*Newmarket Courier.*

**THE DUNKIN BY-LAW.**—The Dunkin By-law was carried in the township of Walsingham by a majority of nine votes. The Council met on Monday. The hotel-keepers appeared there in full strength, and brought all their pressure to bear on the Council, and finally the Council refused to sanction the By-law, deeming it to be illegal, so it will not come into force. The people are very indignant, and intend to take proceedings against the Council.

In Prussia one hundred marriages produce on an average, four hundred and sixty children; in France only three hundred. In the former country the yearly excess of births over deaths is thirteen thousand, for every million of inhabitants; while in France it is only two thousand four hundred. At these rates of increase the population of Prussia should be doubled in forty years, and that of France in one hundred and fifty years.

Another case of 'emotional insanity' has occurred in the United States. On Friday George Hall, aged eighteen, of Salisbury, Md., shot dead Amelia Stockley, aged fourteen, while on his way from school, on account of some jealous fancies, which possessed him, and which, with romance-stuffed brain he thought must be wiped out with blood!

**VARIETY STORE MARKHAM.**—In Fruit, we have Oranges, Lemons, Apples, Peaches, Tomatoes, Dates, Prunes, Raisins and Currants. In Millinery, old ladies Dress Caps and Head Dresses, also Dutch Bonnets made up. Spring Goods expected in a few days. H. Wilson.

amount of money. The Attorney passed will al satisfaction. the fund will surplus, and M ed bonuses for the country will the rate of \$2 will be divid The following be granted to vince:

Showing M have nothing t

- 1 Dundas, To
- 2 Norwich
- 3 Prescott, To

1 Showing M to the Municip being unaffec the 2 cents rul ceived credit in before set fo

COUNTY

- 1 Northumberl Durham....
- 2 Perth.....

CITY.

- 1 Ottawa.....
- LOCAL MUNICI
- 1 Barrie, Co. S
- 2 Belleville, Co
- 3 Cornwall, Co
- 4 Guelph, Co. V
- 5 Town of Hop
- 6 St. Catharine
- 7 Coln.....

2 Municipi nicipal Loan by the 5 cent

COUNTY

- 1 Lanark and R
- LOCAL MUNICI
- 1 Brantford, To
- 2 Brant....
- 3 Chatham, Co
- 4 Elizabethto
- 5 Goderich, Co
- 6 Opa, Co. Vie
- 7 Port Hope, Co
- 8 Peterborough borough.
- 9 Stratford Co

3. Showin to the Munic reduced by ( reduced by (

- 1 Brockville,
- 2 Chippewa,
- 3 Cobourg, Co
- 4 London, Co
- 5 Niagara, Co

Total amount ties unde

1. Showin sums to rec Municipa

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**NOTES!**

of French Calf, and every-  
orders executed with  
he has just

**D SHOES**

all advance on cost.  
ice, Markham.

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**WORKS**



ork, consisting of

**UGGIES,**

**CRATS,**

for cash or approved paper.

and Dispatch.

and old work for the trade

**HENRY R. WALES.**

852

**1873.**

**Toronto and Nipissing Railway.**

Direct route for Markham, Uxbridge, Sunderland,  
Cunnington, Cobocok, Lindsay, Beaver-  
ton, Orillia, &c.

Trains run daily between Toronto, Woodville  
Junction, Lindsay, Beaverton, Orillia, Cobo-  
conk, from Berkeley Street station:

Distance from	GOING NORTH.	MAIL.	MIXED.	MAIL.
Toronto.		a.m.		p.m.
Toronto, leave.....	8.00			3.50
9 Scarborough Junction.....	8.35			4.25
14 Agincourt.....	8.50			4.40
20 Unionville.....	9.10			4.50
Markham.....	9.18			5.10
29 Stouffville.....	9.45			5.35
34 Goodwood.....	10.02	p.m.		5.53
41 Uxbridge.....	10.25	1.15	ar	6.15
	10.35		de	6.25
49 Wick.....	11.00	1.55		6.48
Sunderland.....	11.12	2.15		7.00
59 Cannington.....	11.22	2.50		7.30
63 Woodville.....	11.45	3.15		7.35
64 1/2 Midland Junction.....	11.55	4.00		7.40
68 Argyle.....		4.10		
71 Eldon.....		4.35		
74 Portage Road.....		5.00		
76 Kirkfield.....		5.15		
79 Victoria Road.....		5.30		
88 Cobocok.....		p.m. ar 6.00		p.m.
Beaverton.....		12.35		8.20
Orillia.....		1.50		9.45
Lindsay.....		5.40	n.m.	8.55

Distance from	GOING SOUTH.	EXP.	MIX.	MAIL.	MIX.
Cobocok.		p.m.		a.m.	
Lindsay, leave.....	6.55		11.15		
Orillia.....	n.m. 5.35				3.00
Beaverton.....	6.55	a.m.			4.15
Cobocok.....		7.00			
9 Victoria Road.....		7.40			
12 Kirkfield.....		7.55			
14 Portage Road.....		8.10			
17 Eldon.....		8.40			
23 Argyle.....		n.m. 9.10	p.m.	p.m.	
23 1/2 Midland Junction.....	7.30	9.30	1.00	4.50	
25 Woodville.....	7.35	9.40	1.05	5.00	
29 Cannington.....	7.47	10.00	1.17	5.15	
35 Sunderland.....	8.07	10.40	1.40	5.35	
39 Wick.....	8.20	11.00	1.52	5.50	
47 Uxbridge.....	8.40	11.20	2.17	6.20	
	8.50		2.30	6.25	
54 Goodwood.....		9.15	2.53	6.53	
59 Stouffville.....		9.40	3.15	7.23	
6 1/2 Markham.....	10.00.		3.35	7.50	
68 Unionville.....	10.03		3.43	8.02	
74 Agincourt.....	10.28		4.08	8.25	
79 Scarborough Junction.....	10.45		4.30	8.50	
88 Toronto.....	11.10		4.50	9.20	

**STAGE CONNECTIONS.**

Markham—Stage for Cedar Grove, Bellford,  
Whitevale, Bangor, Brougham, &c.  
Uxbridge—Stage for Manchester, Prince Albert,  
Port Perry, Epsom, Utica.  
Sunderland—Stage for Vroomanton, Valentyn.  
Cannington—Stage for Oakwood, Manilla.  
At Scarborough Junction connect with G. T. R.  
going East, and at Midland Junction connect  
with Midland Railway for Lindsay, Peterboro,  
Beaverton, Orillia.

**W. GOODERHAM, Junr.,**  
Managing Director.

Toronto, March 27, 1873.

852 1y

**Good News for Farmers of East York.**

Hard work made easy by using what is known  
as the

**CHOICE!**

**Patricie Broadcast Seeder & Cultivator Combined**

DOTS!

## Toronto and Nipissing Railway.

Direct route for Markham, Uxbridge, Sunderland,  
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cook, from Berkeley Street station:

Distance from	GOING NORTH.	MAIL.	MIXED.	MAIL.
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	Toronto, leave.....	8.00		3.50
9	Scarboro' Junction.....	8.35		4.25
14	Agincourt.....	8.50		4.40
20	Unionville.....	9.10		5.00
	Markham.....	9.18		5.10
29	Stouffville.....	9.48		5.35
34	Goodwood.....	10.02	p.m.	5.53
41	Uxbridge.....	10.25	1.15	ar. 6.15
	arrive.....	10.35		de. 6.25
49	Wick.....	11.00	1.55	6.48
	Sunderland.....	11.18	2.15	7.00
59	Cannington.....	11.33	2.50	7.30
68	Woodville.....	11.45	3.15	7.35
64 1/2	Midland Junction.....	11.55	4.00	7.40
68	Argyle.....		4.10	
71	Eldon.....		4.35	
74	Portage Road.....		5.00	
76	Kirkfield.....		5.15	
79	Victoria Road.....		5.30	
88	Cobocook.....	p.m. ar. 6.00		p.m.
	Beaverton.....	12.35		5.20
	Orillia.....	1.50		9.45
	Lindsay.....	5.40	n.m.	8.35

Distance from	GOING SOUTH.	EXP.	MIX.	MAIL.	MIX.
Cobocook.		p.m.		a.m.	
	Lindsay, leave.....	6.55		11.15	
	Orillia.....	5.25			3.00
	Beaverton.....	6.55	a.m.		4.15
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and old work for the trade

HENRY R. WALES.

852

1873.

HOUSE!

MARCH 28 1873 Globe

### Trains on Nipissing RR

Intelligence of the effects of the late storm on the running time on this road shows that the storm commenced on Tuesday at Eldon, moving southwest over the entire route of the railway. The trains were kept running till Wednesday and stopped them finally. Yesterday three and 100 men were employed in digging away ~~on~~ snow bank banks - ranging in depth from four to twelve feet deep from Scarboro Jct to Uxbridge. Trains are expected to run today. This was the worst storm in its effects that has been experienced this winter.

April 14 1873 Mr John Gordon  
President of the T&N RR returned  
here from England

Toronto Leader  
MARCH 22 1872

### Toronto Nipissing

A new composite car comprising post office, smoking and baggage compartments built by Messrs Hamilton & Sons was placed on the line of the T&N yesterday.

and session of the second Legislature of Ontario, was closed by the Lieutenant-Governor, on Saturday last, after a session of nearly three months. The session was shadowed by the speech from the throne, which were numerous, and of a very interesting character. There were one hundred and fifty-five Bills assented to and two for the consideration of His Excellency the Governor-General. The act for the amendment of the Municipal Loan Fund was passed, and the distribution of the surplus was the most important. The Bill for amending and consolidating the Public School laws was advanced a step, and distributed, and laid over until another session. Locally this is a fortunate circumstance for the little Municipality, as there were a number of amendments necessary to the act in order that it may entirely cover the deficiencies in the "Cameron Act" which will now be given to have the most important bill discussed. The act for the amendment of the shop license law was passed, which will make it the duty of inspectors to lay in against and prosecute all parties breaking the law. Shopkeepers will be allowed to sell liquor or glass on the premises without paying the penalty therewith attached. In another column will be found the most important acts passed. The Government, under the able leadership of Hon. A. Mowat, has been rather successful in its policy. This was probably the factious, and in many instances the opposition. The Hon. Mr. Cameron, Mr. Rykert, would lead alternative, were backed up by the great object, Tom Ferguson and Lauder. The measure made by them only increased the opposition until at the end of the session they were completely demoralized. The "now" accusation only hurt the promulgators, and convinced at least that the Hon. E. B. Mowat acted honorably in resigning his office, and when satisfied of the majority of which he was a member. Mr. Gladstone received only defeated once by a majority. Mr. Rykert's charges regarding "Elgin Frauds" also received a rebuff; as also did Mr. Lauder's "Outrages." It is to be hoped that the opposition has learned a lesson from last session's experience, and in the future will discuss questions on their merits, instead of attempting to gain influence by attacks.

—In Mr. Break's letter on the "Revision of the Township" in the *Economist*, he wrote "as far as has as much to say as any four persons, you may count him as many as five." If he means that the Clerk of the Council through which the Council's instructions to the assessors, collectors, overseers, school trustees, and all appointed by the Council which he

## Toronto and Nipissing Railway.

We copy the following kindly remarks about this well managed railway, from the *Lindsay Post*:

Our concern in the prospects of the Victoria, Railway naturally induces closer and more abiding interest in the working of the Toronto and Nipissing Railway. Financially the results have been very satisfactory, as was shown some time ago; and in other respects the results have been such that those who sneer at the narrow gauge as a "wheelbarrow" concern, may be called thoughtless and unwise. The traffic on the Nipissing has, it is true, been very much impeded this winter by the heavy snow storms that have been unusually severe and frequent along its route. We learn that for a distance of nearly a mile between Goodwood and Uxbridge the snow was on an average twelve feet deep—or, rather high—on each side of the road. The removal of such enormous masses from the track must have entailed considerable labor and expense.

The freight and passenger traffic continues brisk, however. We have on various occasions noticed long lumber and wood trains en route for Toronto; and we are informed that large additions are being made to the locomotive power and rolling stock. Among those is a fine new passenger coach that has been placed on the line between Toronto and Woodville junction. The new car is capable of accommodating fifty-one passengers, and is fitted up very comfortably. It is finished with purple velvet seats, is chastely decorated, and is provided with the latest patented system of ventilation. We understand another coach of the same description is in a forward state, and when placed on the road will make the general passenger accommodation on the Nipissing route equal to any other Canadian Railway. This enterprise shows that the Company are desirous of accommodating the travelling public to the fullest extent possible; and this will no doubt be fully appreciated. There have been at the same time, complaints in numerous localities dependent on the Nipissing, respecting the irregular delivery of Toronto mails. Beaverton, for instance, has suffered much inconvenience from this cause. When the exceptionally severe character of the weather and the unusually protracted snow-storms are considered, due allowance will undoubtedly be made for the railway that has conferred so many benefits.

## Pickering Harbor.

A public meeting of the ratepayers, of the township of Pickering, convened by the Reeve on the requisition of a large number of ratepayers, was held in the town hall, Brougham, on Wednesday, 19th March, 1873, to take into consideration the propriety of opening up the Pickering Harbor, &c.

T. P. White, Esq., Reeve, in the chair, and Hector Benton acting as secretary.

The following resolutions were submitted to the meeting and fully discussed:

Moved by John Miller, Esq., Deputy-Reeve, seconded by Jas. McCreight, Esq., and resolved that it is the opinion of this meeting, that the closing of the Pickering Harbor has been the cause of great loss and inconvenience to the inhabitants of this and adjoining townships. Carried unanimously.

Moved by John Haight, Esq., seconded by Mr. Jacob Tool, that it is the opinion of this meeting, that it is desirable that the Township should own the Pickering Harbor, provided the same can be obtained from

the owner of some sort. He had found that he had paid to take extra pains to have his grain or vegetables on hand in spring, for it had become known that he always had these to sell, he found no difficulty in selling all that he had at good prices—at prices that paid him for all the extra trouble and care in preparing and preserving them. Another thing he said he had found useful to him, and he did not understand why farmers did not practice it more. It was that when he had a stock of anything to sell, he announced the fact in the local paper, just as the grocers and merchants do. He had found it profitable to purchase space in the town paper by the year and bulletin his products according to season and stock on hand. Then it was part of his creed to produce the best. His seed was pure and clean. His stock was fat and healthy. His fruit for sale was always perfect. His butter was gilt-edged. His hams were sugar-cured, smoked just enough, and families were always glad to pay him two or three cents per pound more for them than for those found at the grocers.

He laid great stress upon the advantages of a home market for his products. His local reputation as a producer was of direct value to him. He labored to keep it good—first-class. His grain did not go in bulk to a grain buyer who mixed it with inferior grades. It was sold to the local miller, who could afford to pay him more for it than the speculator, because he knew there was no screenings in it to depreciate its value. Thus he always had ready resources. When we asked him if he did not find it more difficult for him to save his money when it came to him in dribbles, he replied, "No, it was no more difficult for him to save than for the retail merchant or grocer. He deposited his money in a bank, and only paid out in the shape of a check—except for personal expenses. While he sold at retail, he bought, so far as practicable, at wholesale. He sold for cash or exchanged direct for something he needed—he never trusted any man. He also bought for cash, and always had money on hand with which he could buy to advantage.

Now this mode of dealing, we are aware, is not always practicable; for all farmers do not live near large towns nor in populous districts; but if the farmer adopts a mixed system of husbandry, he may always have something to sell that will meet a local want. And something to sell that will pay is what the farmer labors for. The best mode of selling is an equally important consideration; and our own experience and observation proves that there is no more profitable way than to try to supply all local demands first, and then if a distant market must be sought for any surplus, try to put that surplus in the least bulky shape possible.—*Rural New Yorker*.

## The Countess Guiccioli.

The Countess Guiccioli ended on Thursday last, in Rome, a life which in America is usually considered infamous, but which in reality was a singularly happy and honored if not honorable one. She was married in 1817, while scarcely more than a child, to a nobleman of Ravenna, much older than herself, who treats her eccentricities with a singular and philosophical indulgence. Her relations with Lord Byron are well known, and so far from having in the least injured her social position, they gave, after the poet's death, an added éclat to the success which her beauty, tact, and amiability gained for her in society. She had no disposition to conceal her relations with the author of *Childe Harold*, but always spoke of them with pride, and in her old age published, with the full approval of her second husband, her reminiscences of that great genius. After a long and discreet widowhood, she married at fifty years of age the Marquis de Boissy, a French gentleman of distinguished family and a large fortune, who was Peer of France under Louis Philippe and one of the few nobleman of ancient

rank who survived the Revolution. She was worthy of room, although necessarily pole us to bury them out of sight; they never on that account out of the mind. One of the most important revolutions in horticulture, practical the additional interest that is now taken in the roots of plants. Ancient cultivation operated on the trunks and branches and directly. They sought to be fruitful, by barking, singing, and cutting them in various ways. Horticulturists achieve the same much more speedily and successfully than the medium of the roots. Root-culture therefore, not only of the highest importance, of itself, but it has modified altered our treatment of all the other of the plant; hence planting now, in of being performed in a haphazard, run thumb sort of way, is conducted with care than almost any operation in garden. Before planting, take a survey of the of the plant, and measure their length, then, from the point where the bole of tree is to be placed sweep a radius around if the tree is to be placed in the ground, or, half round, if against a wall. From this semi or whole circle remove soil to the depth of six inches, or less, very small trees; then tread down the soil quite firm and make it even. If soil is naturally strong, or wet, no need be thrown out at all, but the ordinary operations of levelling and consolidating may be made on the surface itself. If only moderately strong, the might rise slightly from the centre sides. Under no circumstances should fall from the centre of the circumference and as a rule the bottom of the hole the roots should be perfectly smooth quite level. Over this carefully prepared base, a thin layer of compost, consisting of equal parts of sweet leaf may be spread. On this the tree is placed; fix it at once to the wall or to a stake, so be now driven into ground for this purpose.

There are two great advantages in ing a stake into the ground at this one is that no roots can be destroyed insertion afterward, and the other in fixing the tree at once loosely to the both hands are left free for the greeneration—and it needs them both, and ready to guide them, to root a plant fully and well. With a sharp knife hand, and a root in the other, begin process of laying out the roots to the advantage. Handle the roots as to as if every rootlet was endowed with sensitive feeling. Cut off with care decision every broken and bruised part, whole diverge from the centre to the circumference like the spokes of a wheel the branches on a well-formed fan-patch tree. Let there be no antagonism nor interlacings; give each root a line of away. The operation is a delicate one, and must not be through. It constitutes the basis of success, and it is so notably important science of horticulture as in that of tecture that the foundation should be and truly laid.

Having satisfied ourselves on the the next proceeding is the operation of filling in or up. First should covering about two inches thick, same compost as that placed beneath roots. Then the whole of the other should be broken fine with the back spade. It should be sprinkled or covered, not thrown in heavy spadeful the roots. The soil should be

# LAKE SIMCOE JUNCTION RAILWAY.

## MEETING OF THE BOARD OF DIRECTORS.

A meeting of the Board of Provisional Directors of the Lake Simcoe Junction Railway Company was held yesterday, at the offices of the Company, Church-street, Toronto, for the purpose of opening stock-books and taking steps to organize the Company. The meeting was well attended by residents of the northern part of the county. Among those present were Messrs. A. G. P. Dodge, of Keswick, M. P.; Robert McCormack, John Vanostrand, and David Baker, of the township of Whitechurch; Donald Macdonald, reeve, and Messrs. Ego, Stephenson, Riddell, and Boucnier, of the township of Georgiana; Messrs. Ramsden and Summerfelt, of East Gwillimbury; Mr. Rowland, of Scott; and Mr. J. N. Blake, of Toronto. Letters and messages were received from a number of the leading men of the townships through which the line will pass, who were unable to attend. Mr. McCormack was called to the chair; and the Charter of the Company having been read, Mr. Dodge was elected president; Mr. McCormack, vice-president; and Mr. J. N. Blake was requested to undertake the general management of the affairs of the Company. The by-laws of the Company and a number of resolutions were submitted to the meeting and passed. Stock-books were then opened and a considerable amount of stock was subscribed on the spot. It was also decided to receive subscriptions for stock in the townships, and stock-books were accordingly placed in the hands of Mr. Ramsden, of Mount Albert, and Mr. Stephenson, of Sutton, for that purpose. From financial statements laid before the meeting, it appeared that aid to a comparatively moderate extent only is needed from the several townships, which will be benefited by the road, in order to ensure the success of the undertaking. The question of submitting by-laws for that purpose was very fully discussed and a favourable conclusion arrived at.

? Source

2d.

May 1873

Anson Dodge 37 US      John Macdonald 10 Qu  
Robert McCormack 52 US      John Macdonald 10 Qu  
J. N. Blake



Wm. Hatchard was also in durance vile last night charged with having stolen some nails and sundry other trifling articles from the Union Station.

### DREADFUL ACCIDENT.

#### Death of Mr. John Shedden.

It is our painful duty this morning to have to state that Mr. John Shedden, President of the Toronto and Nipissing railway was accidentally killed at Cannington last evening. Mr. Shedden, accompanied by a large party of gentlemen, proceeded to Cobocank yesterday for the purpose of being present at a sale of his own lands, and having finished the day's proceedings the company left the village at about 6:30 and reached Cannington about nine o'clock. Several of the directors, including M. Shedden, stepped upon the platform and remained there a few minutes. When the whistle sounded, Mr. Shedden approached the front of the platform in order to step upon the front part of the director's car, but, when reaching to take hold of the railing of the car, he stepped into a blind trap stairway, cut squarely in the platform; and the space between the edge of the platform and the car, being only about six inches, he was so tightly wedged in between the two that he was wheeled around the whole length of the car; and his limbs and the lower part of his body were all smashed. When the car passed he fell dead upon the track, or at least he lived only a few moments. The body was placed in the baggage-room at the station whilst a messenger was despatched for Coroner White, who, on his arrival, gave permission to have the corpse removed to Toronto. The sad event cast a gloom over the party, who left in the morning.

The brakeman who witnessed the accident, tried to seize Mr. Shedden when he fell, but he failed to do so. The wildest excitement naturally ensued; and although Drs. Hunter and Gillespie were on the train, of course, they were unable to do anything for the unfortunate gentleman, as he showed no signs of life after he fell.

It seems that there were no lights upon the platform, and consequently Mr. Shedden did not think at the moment of the flight of steps being in the platform, although he must have often seen them before, until he stepped into them, and thereby met his untimely death.

The deceased gentleman was thus cut off in the prime of his manhood, after having assisted by his means and his ability in bringing the Nipissing Railroad to a high state of efficiency. He was not more than about forty years of age, and was unmarried; and his sudden and shocking death will be heard of with deep regret by all who knew him.

Kentucky prohibits the introduction of foreign capital.

body yesterday, and a violent blow caused concussion of the brain and consequent death.

The accident was undoubtedly caused by Bauer's carelessness, as had he closed the air valve at the proper time it could not have occurred. He had for several years been in the business, and thoroughly understood the working of the air-pump, which is run by steam, and a safety valve attached to it. The pressure usually placed on a tank is fifteen pounds to the square inch, although they will bear double that. The deceased was forty years old, and leaves a widow and two children in rather destitute circumstances. — *St. Louis Democrat*.

### CANADIAN.

The *Newmarket Era* says:—While a gang of men were employed loading timber with an engine, at the Newmarket depot, on Thursday morning last, one of the hawseers gave way, and striking one of the men on the legs, who was standing on the flat-car, threw his feet from under him, — the man fell on his head, and received such injuries as to render him senseless for a length of time; but we understand he is now in a fair way of recovery. It was a narrow escape with life. He was an employee of Mr. McIntosh.

On the night of the 11th instant, during a dreadful gale of wind, the large grist and saw mill owned by Mr. Samuel Huson, 2nd con., township of Colchester, was burnt to the ground, with all the contents. The fire communicated to the stable, and it was with difficulty the horses were saved. Mr. H. had just brought in between 800 and 400 bushels of wheat. A large lot of lumber was also consumed. About four years ago this mill was nearly blown to pieces from the bursting of the boiler. Mr. H. was just recovering from that serious loss when this second calamity has befallen him. He has an insurance of \$1,000; his loss must be about \$7,000. The cause of the fire is supposed to be the wind blowing the fire from under the boiler into the saw dust.

The *Hamilton Spectator* of the 15th inst. says:—Yesterday afternoon W. K. Muir, Superintendent of the Great Western Railway, accompanied by Mr. Muir, Miss Muir, Miss Nelly Muir and Master Henry Muir, left by the 2:35 train in the Directors' car on their way to Quebec, where they will embark on board the first-class steamer *Circassian* of the Allan Line of steamers for Liverpool. Mr. Muir and family will be absent until the month of August. It is now between seven and eight years since he visited his native country, and this leave of absence will do much toward invigorating his over-worked system. The employees of the road, to whom he is much endeared, will greatly miss his genial countenance and polite direction during his absence, and will hail his return with joy. There was a very large number of our prominent citizens at the depot to see Mr. Muir's departure, and wishing him "God speed."

Dean Ramsay calculated that four millions of sermons were delivered in England every year.

On Thursday, May 14, the Episcopal convention of Massachusetts will elect a bishop.

There is no base ball club in Danbury, and so a gentleman there was obliged to fall from a stoop to break his thumb.

The arrival of emigrants in New York has averaged 2,000 per week since the beginning of the year.

and to remain in the enquiry should have rough. He hoped the House would not see the necessity for the motion of the hon. member for Cardwell, and he would add that this resolution of the hon. member had not been recommended by the committee.

Mr. CAMERON said Mr. MacDonald of Pictou, the mover of the previous resolution to adjourn to the second of July, would have included the provision in this motion, but on examining the question he (Mr. Cameron) found that that would not be carried through and therefore that the assent of the hon. members for Pictou and Levis was put in this motion.

Mr. DORION had no doubt that the hon. gentleman had agreed to this course, but it would be remembered, that when the previous motion for the adjournment to the second of July was put he had objected to the words with respect to the Committee having leave to sit when the House was not sitting, and the words had accordingly been struck out. The next day the Committee had met, and that would have been the proper time to bring the present motion before them.

Mr. MACKENZIE enquired whether the hon. Premier did not intend to say a word on this point? Was it not true that the Committee would have no power to compel witnesses to attend and answer questions if the House was not sitting?

Right Hon. Sir JOHN A. MACDONALD said that if the Committee sat on a Saturday it would not have the power asked for till the Monday, and the power of the Committee which would meet on the 2nd of July would be just the same as if the House were actually in session. They would have the power of summoning witnesses, and if they did not attend they would have the power of applying to Parliament to punish those witnesses. As far as his colleagues or any officers of the Government, or any persons over whom the Government might be supposed to have any influence, were concerned, he would undertake that those witnesses should all be present, and any other witnesses who might not obey the summons of the committee would know that they would be punished when Parliament met. He did not believe that any witnesses would have the hardihood after being summoned, to run the risk of the condign punishment which would be dealt to them by the House. He would ask those gentlemen who thought that he and the Government were condemned already, who desired that he should be condemned, to remember that he had contemplated all this difficulty and had offered to issue a royal commission which would have given the committee power to compel witnesses to attend and punish them if they did not attend. (Hear, hear.) If the committee should find that any witness did not attend he would undertake and would get the consent of His Excellency before the House adjourned, to issue a commission, if necessary, to the members of the committee to enable them to bring up the witnesses, with the power to punish them if they did not answer.

Mr. HOLTON said that Sir Hugh Allan Mr. Abbott and other witnesses were not connected with the Government or under their control. He did not think penalties to be imposed by parliament were of a character to terrify witnesses. He had understood that the adjournment was to be till the early days of August but now the hon. gentleman spoke of January. If there were any colourable pretext for appointing this committee, it was unseemly that parliament should remain for a day without pronouncing its judgment upon its report. If the report were of a mixed character the proposition

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the teacher efficiently. Yet we find for the year 1872 the high schools received \$6,800 from the County, equal to nearly twelve cents per head, according to population, and no new school buildings yet. I ask you, Mr. Editor, to state in your next issue what was the average attendance last year in the Markham High School; it is generally supposed to be eighteen pupils, one half of whom were not sufficiently advanced to be admitted, consequently the County is paying to the high school for what should be accomplished in the public school. In conclusion let the localities where the high schools are situated, and which receives the entire benefit from them, build or procure good and sufficient school accommodation, and let the County increase the annual grant sufficient to maintain them efficiently. We have now four high schools in the County. The villages in which they are situated each aspiring to be the grand focus of all knowledge, and the great head to which all the rest of the County must pay tribute. A noble ambition more easily conceived in the brain than carried out in reality.

D. H.  
East York, May 19, 1873.

### Mr. John Shedden Accidentally Killed.

From the Toronto Globe, May 19.

It is with feelings of deep sorrow that we are to-day called upon to record the dreadfully sudden death of one of our most esteemed citizens, Mr. John Shedden. There was a sale of town lots on Friday at Cohoonk, the present northern terminus of the Toronto and Nipissing Railway, and the deceased went out in the morning by special train, with a considerable number of other persons from this city, for the purpose of attending it. As the train was returning to the city in the evening, about nine o'clock it stopped for a few minutes at Cannington station, for the purpose of letting some persons get off who were quitting the party at that point. Mr. Shedden also got off to take leave of the gentlemen, and while he was yet speaking with them the train commenced to move out of the station. Mr. Shedden not wishing to be left behind caught hold of the iron guards at the front platform of the rear car and was thus walking along the platform of the station preparatory to stepping aboard, when he came to a break in the platform where a number of steps led down to the track. Here he lost his footing but retaining his hold of the guards, he was drawn in between the edge of the station platform and the side of the car, and thus rolled between the two until the car had proceeded far enough to allow his body to drop to the ground. Up to this time no one on the train was aware of what had happened, and the accident was only discovered through Mr. Wm. Gooderham, jr., who had also fallen into the stairway, and consequently, been left behind, having caused the train to stop for him to get aboard. Mr. Shedden's hat was then observed lying on the ground, and upon search being made for its owner, he was found lying on the track a short distance south of where he had missed his footing. He was still breathing, and Dr. Hillary of Uxbridge, Dr. Gillespie, of Cannington, and Dr. Hunter, of Newmarket, did all they could for him, but without effect. In a few minutes after he was found life was extinct. The dead body was carried into the baggage room where it was examined; and the ribs, the bones of the pelvis and the bones of the thighs found to be dreadfully crushed. The body was then put on board the train and brought to the city, where it arrived on Saturday morning about half-past two o'clock.

The deceased was one of those men whose energy and intelligence are certain

To Mr. Morris—The deceased tried to get on the front platform; I believe, while I tried to get on the rear platform; I fell in trying to get on the car; I do not think the train was going very fast; it is the conductor's duty to give the order for the train to start; the conductor gave all the ordinary instructions to get aboard; I am certain that it was no fault of the conductor.

Andrew Rose, sworn—Am conductor on the Toronto & Nipissing Railway; was conductor on the train when the accident happened; when we reached Cannington Mr. Gooderham told me not to start without orders; the band had left the train and was playing on the platform; I found Mr. Gooderham, who said he was ready and told me to get the passengers on board; I called out "All aboard" several times and told the driver it was all right; the train started and had hardly got a car's length when the bell-rope was pulled as a signal to stop; the train was stopped as quick as we could, and somebody called out that Mr. Shedden was killed; I went and called Drs. Hillary, Gillespie and Hunter, and we started back; when we got to the place where Mr. Shedden was we found him dead; the platform opposite to where the passengers were got-off was well lighted; the cars were started at the ordinary speed.

Joseph Hagges, sworn—Is the engineer had no knowledge how the accident occurred; he had received the usual orders from the conductor—"All right" and "Go ahead"; he had given the usual signal by whistling and moved about the length of the train when the alarm-bell was sounded to stop; he immediately did so.

Jeremiah Harrington—Was a brakeman on the train; when the conductor shouted "All aboard," he was standing about the front of the train, and he called at the centre of the train again "All aboard"; the conductor gave orders to the driver to start, and the driver whistled fully two minutes before the train started; after the train moved off I saw Mr. Shedden try to get on; he was at the front end of the Managing Director's car; he slipped and fell between the car and the platform; I caught him by the shoulder and tried to save him; I was standing on the platform of the station waiting to get on; Mr. Shedden never called out; I went to lift him up and found he was dead; the space between the cars and the platform is not more than six inches; I ran after the train, got on the rear of the train and pulled the bell-rope to stop it.

Dr. Thorburn, medical adviser to the family, stated that he was called to deceased's house at 2.15 this morning, and found the body still warm; since then he had made a closer examination, and found that the bones of the pelvis had received a compound comminuted fracture, as well as the lower portion of the spine; from the signs of injury, the body must have been caught between some hard opposing substances, which, with the motion of the train, must have caused a severe smashing of the bones and soft structures; the injuries were of such a nature that death must have ensued almost immediately.

Mr. James Graham, Secretary of the Toronto & Nipissing road, stated that he was standing on the platform with Mr. Shedden when the train started; he, Mr. Graham, stepped on board, expecting to be followed by Mr. Shedden; in about a minute the train stopped, and hearing the exclamations of the passengers, he went out with the others and saw what had happened.

The jury lost no time in consultation, but found that the said John Shedden came to his death from injuries received at Cannington, whereof he died; and recorded a verdict of "Accidental Death."

The coroner said it was the duty of an official in his position to take possession of the goods and estates of a person dying intestate; but in this case, Mr. Morris had informed him that the deceased had left a will, so that he, the coroner, had no duties to fulfil in that regard.

QUEEN'S BIRTHDAY CELEBRATION.

having in my possession certain papers purporting to be copies of invoices from the manufacturers of these goods, giving the sizes, kinds, and qualities, with shipping marks, dates, and number of packages, I proceeded to compare them with the Custom House papers on me and found them to agree in every case in the following particulars: In number of packages, in marks, in sizes, and kinds of goods, in all the subdivisions that distinguished the different marks with the number of packages.

First, establishing beyond all question the identity of the goods; second, that these papers were different invoices of the same goods. These invoices differed from those of the Custom House in the following particulars, viz: In the prices paid, the difference per package being from three pence to four shillings sterling; in omitting in many cases the additional charge per package from the Custom House invoice; in omitting from the Custom House or consular invoice the cost of transportation from Wales the place of delivery, to Liverpool, the place of shipment.

In other words, the identity of the goods being established, and genuineness of these papers as invoices in the possession of the firm being established, this firm had deliberately violated every provision of the law of 1873 now governing the invoicing and entering of merchandise paying ad valorem duty. By diligently comparing these papers with their invoices on file they were found to be in the same handwriting of their Custom House invoices, and I had reason to believe that a systematic fraud had been perpetrated.

I therefore called Judge Noah Davis, the then United States Attorney, to my office to go over the papers with me, and he fully concurred in my belief that a fraud had been committed, and assisted me in procuring a warrant for the seizure of their books and papers. After procuring the warrant, however, Judge Davis suggested that he come to my office and send for the members of the firm, and say to them that if they would deliver such books as I might indicate he would not have the warrant served. This course was pursued, and they delivered to me such books as I had asked for. Upon examination of their invoice books exact fac simile invoices of those in the Custom House were found, to which was found attached in many instances other invoices similar in character to those heretofore described.

This certainly brought the knowledge of the fraudulent transaction directly home to the members of the firm, and to each one guided by the invoice price either in selling the goods, making up the accounts, or in conducting the financial transactions of the house. The only escape and only answer that could be made was that Phelps, Dodge & Co., in the transaction of their enormous business, knew nothing of the import or meaning of the oath taken before the U. S. Consul at Liverpool, knew and realized nothing of the nature of the oath taken almost daily by some member of the firm on entering their goods, knew nothing of the law enforced so vigorously and relentlessly against their less favored neighbors. In fact, they have done business in New York, knowing and caring nothing for the laws, or they have deliberately and systematically disregarded and defied the law with intent to defraud the Government.

The total value of the invoices examined amounted to about one and three-quarters of a million of dollars, and this amount is plainly and certainly forfeited to the United States by the statute of 1862, not by any technical construction or far-fetched interpretation, but by deliberately and systematically stating the cause of their goods below the purchase price by a false invoice, made false for no conceivable reason but to lessen the duties to be paid to the United States.

Forfeited for not doing the things commanded by the statute, and which the law made it their duty to do.

authorized by the action of the Messrs. Phelps, Dodge & Co. to give the effect. I am, Sir, Yours truly, G. B. Trevelyan.  
Now in evidence, is mailing on from House firm are porters of head of the Dodge, but the election President says the present go "steeped" which we persecute in thing is ab of Commer part of its come next who was some bread that he ap and strove need not he defect what I'm viso the the full te published of April their own explain a the same least said interest of

De John writer, on died on F France. loss by e In Great been for there is n was one century. tion of the for.

Mr. M he was r tion. H tinguish taphysic is as lam sics or lo ton or th a founde not the he so el views, t one, and name. "Princi are his books or ary Ref culation the sub In the two ago mon lat views ed out views the larg have b tendenc has left to furth

# Communication

## HIGH SCHOOLS!

To the Editor of the Economist.

SIR,—There seems to be a wrong impression abroad, that the County Council are determined to destroy the High Schools. Such is not the intention, but the Council are desirous to put a stop to wilful and wanton extravagance. According to your issue, 15th of May, the Markham High School received the following sums for the year 1870: From the County \$300, from fees \$268, from Government, \$533, in all \$1,101. Why go so far back as the year 1870, except for comparison, which we will proceed to do with the year 1872. Having no other data to go by, we will allow the Government grant to be the same as the year 1870, \$533; County grant, \$300; there were no fees this year, consequently the \$268 derived in that way had to be obtained by a direct tax on the high school district. The trustees, instead of asking the amount lost by the abolition of fees, or some reasonable sum, modestly ask (and the law compels) the County to collect from the district one thousand dollars, being an increase from all sources of over \$700; and for the year 1873 they applied for \$3,000 in addition to the usual County grant of \$500. When the above facts are known, the ratepayers throughout the County will see the necessity for the change of the personnel of the board of trustees, also that decisive steps should be taken to prevent similar occurrences in future. An argument frequently used is, that the public schools are free, why not the high schools? In refutation of that we would say, that the public schools are within the reach of every individual within the County, no dwelling being so distant that a child of ten years cannot go and return daily. Not so with the high schools. Take Mr. Brown, of Markham, whose residence is within one mile of the school, his sons and daughters can attend without any extra expense, while Mr. Jones, of York, whose residence may be twenty miles away, cannot enjoy the same privilege without an additional expense of from \$80 to \$100 per pupil per annum, for board and lodgings. Query: By what process of reasoning should Mr. Jones be taxed in the same ratio as Mr. Brown for the support of the high school, if Mr. Jones is taxed pro rata with Mr. Brown, he has a right to demand and expect a high school within a reasonable distance of his dwelling. Referring again to your article of the 15th, which says six cents per head per annum on the population would be quite sufficient to build school houses and maintain them and the teacher efficiently. Yet we find for the year 1872 the high schools received \$6,800 from the County, equal to nearly twelve cents per head, according to population, and no new school buildings yet. I ask you, Mr. Editor, to state in your next issue what was the average attendance last year in the Markham High School; it is generally supposed to be eighteen pupils, one half of whom were not sufficiently advanced to be admitted, consequently the County is paying to the high school for what should be paid to the public school. In

associated and connected with railway men and projects, his father being a contractor to some extent on several of the railways progressing at the time of Mr. Shedden's youth. A valuable gold watch he wore at the moment of his death was a gift from the workmen on a contract on the G. & S. W. Railroad in Scotland. The crystal of the watch was broken, and it stopped at twenty minutes past nine. In 1855 or '56 Mr. Shedden came to Canada from Virginia, U.S.A., where he had successfully completed a difficult railway contract. Here in conjunction with Mr. Wm. Hendrie, he inaugurated the cartage system, which has since that time become so perfected, in Montreal, Toronto, Hamilton, London, and Detroit. From the inception of the schemes he has also been among the foremost in promoting the extension of the Narrow Gauge Railways; more particularly the Toronto and Nipissing, of which, at the hour of his death, he was the President. The new Union Station in this city, for which he was a contractor, is a conspicuous monument of his enterprise. He was President of the Canada Belt Company, and connected with several other large and successful manufacturing establishments in Canada. The deceased gentleman also held the rank of Lieut.-Col. G. T. R. B., in the Active Force. It is not known to the citizens of Toronto that he intended to make nearly public the grounds of that portion of the O'Hara estate on the Humber, which he had purchased, and already done much to adapt it to such a purpose. Another congenial direction of Mr. Shedden's mind was the cultivation of thorough bred horses, for species in which he had few competitors in Canada. He has left but two relatives in America; a nephew, Mr. Hugh Paton, who has been with him for two years past, and a niece, Miss Maggie Paton, who has been a visitor from Scotland during the past three weeks. Another nephew was drowned a few days ago on Stoney Lake. His death is regretted by the little army of employees whose labour he had so well utilized, as well as by the many friends he had gained by his cordiality, his enterprise, and his uniformly honourable conduct.

### THE INQUEST.

The judicial enquiry was called to take place at the late residence of the deceased, on the corner of King and Brack street, on Saturday afternoon. Dr. Hallowell was the coroner. An intelligent jury was called with Mr. William Mara foreman. Mr. J. L. Morris appeared at the request of the relatives of deceased to observe the proceedings at the inquest. The first witness called was William Gooderham, jr.,—sworn, deposed—I am Managing Director of the Toronto & Nipissing Railway; was on the platform at the time of the accident to the deceased; saw him last alive on the platform at Cannington Station; this was somewhere about nine o'clock; it was not a dark night; I think the platform was sufficiently lighted for the passage of people without any danger; there were no obstructions on the platform; he was shaking hands with several gentlemen on the platform; did not see him again till after the accident. To Mr. Morris.—The deceased tried to get on the front platform, I believe, while I tried to get on the rear platform; I fell in trying to get on the car; I do not think the train was going very fast; it is the conductor's duty to give the order for the train to start; the conductor gave all the ordinary instructions to get aboard; I am certain that it was no fault of the conductor. Andrew Rose, sworn—Am conductor on the Toronto & Nipissing Railway; was conductor on the train when the accident happened; when we reached Cannington Mr. Gooderham told me not to start without

## PHILPS, DODGE & CO.

For the education of the Mass and its hopes that are striving to blind the eyes and soften the judgment of their readers in this case, we copy portions of the official correspondence taken from the N. Y. Tribune, of April 23. The Hon. W. E. Dodge, the head of the firm, is a heavy stockholder in the Tribune publishing Co., and the sympathies of the whole staff are with this very respectable firm. Custom House, New York. Surveyor's Office, Jan. 3, 1873. Hon. George S. Boutwell, Secretary of the Treasury. Sir: I herewith inclose detailed report (this report shows the date of each importation alleged to be fraudulent; the vessel, month, Custom House invoice, private invoice, difference in value, and total amount of the invoice), of result of examination of the books and papers of Phelps, Dodge & Co., importers of metals, doing business in this city. I have endeavored to make this statement as intelligible as possible, but the large sum involved in the suit that has been instituted, and the long and favorable standing of the house, must be my justification for explaining at more length than usual, the exact character of the fraud, and the character of and extent of the proof. According to ordinary modes of reasoning a house of the wealth and standing of Phelps, Dodge & Co., would be above the influence that induces the ordinary brood of importers to commit fraud. That same wealth and standing becomes an impenetrable armor against suspicion of wrong-doing, and diverts the attention of the officers of the Government, preventing that scrutiny which they give the notes of other and less favored importers. It would require more than mere suspicion to justify a customs officer in questioning the truth of the declaration under oath of a member of this firm before the United States Consul, that an invoice of merchandise purchased by this house and consigned to them was in all respects true; that it represented the actual prices paid with all charges thereon, that no other or different invoice had been or would be furnished to any one. It would for the same reason require almost positive proof to justify a suspicion that the members of the firm did not swear to the truth when they made entry of these goods, and solemnly declared on oath that no other or different invoice had been received by them, and that the invoice produced represented the true purchase price, and was in all respects true, and that if any other or different invoice or account was received by them they would immediately notify the Collector of that fact, and the officer that should have the temerity to proceed, without the most positive proof, to charge this or any other house of like standing with having failed to comply with the law in these most essential particulars, must expect to bring upon himself a shower of deserved odium. Feeling most keenly the requirements of the situation, I proceeded with the investigation in this case with great caution, but having in my possession certain papers purporting to be copies of invoices from the manufacturers of these goods, giving the sizes, kinds, and qualities, with shipping marks, dates, and number of packages, I proceeded to compare them with the Custom House papers on me and found them to agree in every case in the following particulars: In number of packages, in marks, in sizes, and kinds of goods, in all the subdivisions; that distinguished the different marks with the number of packages. First, establishing beyond all question the identity of the goods; second, that these

these demand that they did States. It is the axiom in ignorance never be interpolated in the search plain why the voices. The stem voices to be largely, and The per amount is, t tions of the the same or fraud exten other than t and on which entire loss to \$10,000 or Be this a invoices is be, very re B. G. J. U. S. Treas and not a Messrs. P offers to c the law, a tent to c Boutwell, plies that not accept they shou themselves and make of \$271,0 G. Jayne the accep W. Sir: I l date here Messrs. P the suit p damages violations States, by 017-23, in to be rec satisfacti features l of the U & Co. be In you proposi standing be given ment of cover su as have Treasury Special charge As the by Mr. 8th inst. by you, ditional shall en authoriz tion of t Messrs. terms h to give triot A effect. The Treasur New evidenc mailing

size's Hotel; 17th inst. ere in the ecting read o. Welsh and nt down the on, on Lot own as the ard Kestor a grant on n and Pick-way between to purchase Dougherty grant to place highway in Dougherty ant to repair line between ong Lot No. m. Teasdale ng that the the School not heard; nine others; seven others; e others for Mr. Button, e paid by the union, a blind sport. Mr. Muliken. e paid to Jos, s sheep by a ng two-thirds ed upon oath. y Mr. Marsh, e granted to ts, in front of on., and that ph Lapp and d commission- sum payable Marsh, moved anted to cut a the east side 30, known as m. Gohn, John d the mover be the same; said e commissioners d. y Mr. Button, e and is here- of purchasing of the towline Markham and lots. 23 and 35 ality and that hswander, and mmissioners to ave being made il of Pickering Said sum pay- mmissioners. y Mr. Button, e and is here- of furnishing a No. 22 of the

be commissioners to expend said sum payable to the order of Scarboro grant a like sum for se.

ton, seconded by Mr. Marsh, that the sum of \$200 be granted on n., in front of Lot 20, for the raising and improving the said that A. Miller, Jas. Harrington, ard, and P. Pike be commission- end the same; said sum payable of the commissioners.

ne introduced a By-law to dis- portion of the road allowance in lots Nos. 5 and 6, in the 3rd also a portion of sideroads be- ts 5 and 6 in the said Con., in of the statute of Ontario, 36 e. 426. The By-law received several readings and passed.

Marsh, seconded by Mr. Milliken, at the Reeve be and is hereby d and appointed to ascertain as to Church street bridge, near the Markham, belongs to this muni- or not, and in case the said bridge o this municipality he is hereby d to appoint commissioners and them and put the said bridge in a te of repair, and also to order the therefor.

Milliken, seconded by Mr. Button, at the sum of \$100 be and is granted to repair the bridge and s thereto on the 8th Con., in front 23, and that John Byer, J. Koch, aymer, Samuel Wideman and the be commissioners.

Button, seconded by Mr. Marsh, at the sum of \$150 be granted on road between Lots No. 30 and 31 th Con., for the purpose of building and improving the road, and that aymer, Frances Pike, J. Hoover Button be commissioners to expend e; said sum payable on order of nmissioners.

Council resolved itself into a Court ision.

Marsh, seconded by Mr. Button, that the assessment roll of this mpy as now revised be adopted, and e Court of Revision do now rise.

Court adjourned *pro die*.

Council adjourned until the last ay in June.

George E. Cartier died on the morning 20th inst., of dropsy, in London, Eng.

From the Toronto Globe, May 19.

It is with feelings of deep sorrow that we are to-day called upon to record the dreadfully sudden death of one of our most prominent, and deservedly one of our most esteemed citizens, Mr. John Shedden. There was a sale of town lots on Friday at Cohocok, the present northern terminus of the Toronto and Nipissing Railway, and the deceased went out in the morning by special train, with a considerable number of other persons from this city, for the purpose of attending it. As the train was returning to the city in the evening, about nine o'clock it stopped for a few minutes at Cannington station, for the purpose of letting some persons get off who were quitting the party at that point. Mr. Shedden also got off to take leave of the gentlemen, and while he was yet speaking with them the train commenced to move out of the station. Mr. Shedden not wishing to be left behind caught hold of the iron guards at the front platform of the rear car and was thus walking along the platform of the station preparatory to stepping aboard, when he came to a break in the platform where a number of steps led down to the track. Here he lost his footing but retaining his hold of the guards, he was drawn in between the edge of the station platform and the side of the car, and thus rolled between the two until the car had proceeded far enough to throw his body to drop to the ground. Up to this time no one on the train was aware of what had happened, and the accident was only discovered through Mr. Wm. Gooderham, jr., who had also fallen into the stairway, and consequently been left behind, having caused the train to stop for him to get aboard. Mr. Shedden's hat was then observed lying on the ground, and upon search being made for its owner, he was found lying on the track a short distance south of where he had missed his footing. He was still breathing, and Dr. Hillary of Uxbridge, Dr. Gillespie, of Cannington, and Dr. Hunter, of Newmarket, did all they could for him, but without effect. In a few minutes after he was found life was extinct. The dead body was carried into the baggage room where it was examined; and the ribs, the bones of the pelvis and the bones of the thighs found to be dreadfully crushed. The body was then put on board the train and brought to the city, where it arrived on Saturday morning about half-past two o'clock.

The deceased was one of those men whose energy and intelligence are certain to bring them into prominence, and his career in Toronto and in Canada deserves passing notice. Mr. Shedden was born in the parish of Kilbirnie, in Ayrshire, Scotland, in 1828. He was educated in Irvine academy, thus securing at least a fair share of scholastic acquirements. He was early

whistling and moved about the length of the train when the alarm-bell was sounded to stop; he immediately did so.

Jeremiah Harrington—Was a brakeman on the train; when the conductor shouted "All aboard," he was standing about the front of the train, and he called at the centre of the train again "All aboard;" the conductor gave orders to the driver to start, and the driver whistled fully two minutes before the train started; after the train moved off I saw Mr. Shedden try to get on; he was at the front end of the Managing Director's car; he slipped and fell between the car and the platform; I caught him by the shoulder and tried to save him; I was standing on the platform of the station waiting to get on; Mr. Shedden never called out; I went to lift him up and found he was dead; the space between the car and the platform is not more than six inches; I ran after the train, got on the rear of the train and pulled the bell-rope to stop it.

Dr. Thorburn, medical adviser to the family, stated that he was called to deceased's house at 215 this morning, and found the body still warm; since then he had made a closer examination, and found that the bones of the pelvis had received a compound comminuted fracture, as well as the lower portion of the spine; from the signs of injury, the body must have been caught between some hard opposing substances, which, with the motion of the train, must have caused a severe smashing of the bones and soft structures; the injuries were of such a nature that death must have ensued almost immediately.

Mr. James Graham, Secretary of the Toronto & Nipissing road, stated that he was standing on the platform with Mr. Shedden when the train started; he, Mr. Graham, stepped on board, expecting to be followed by Mr. Shedden; in about a minute the train stopped, and hearing the exclamations of the passengers he went out with the others and saw what had happened.

The jury lost no time in consultation, but found that the said John Shedden came to his death from injuries received at Cannington, whereof he died; and recorded a verdict of "Accidental Death."

The coroner said it was the duty of an official in his position to take possession of the goods and estates of a person dying intestate; but in this case Mr. Morris had informed him that the deceased had left a will, so that he, the Coroner, had no duties to fulfil in that regard.

QUEEN'S BIRTHDAY CELEBRATION.—Remember the celebration of the Queen's birthday will be held at Markham, on Saturday next. The committee offer handsome prizes, and the arrangements made by them to entertain a large crowd are excellent. Let the holiday be universal.

~~June~~

June 2 1873 The name of  
the new postoffice at Colozonk  
has been changed to Shelden  
out of respect to the memory  
of Mr. John Shelden

# able Dry Goods

ME  
prising: 73 06 05

Edgings,  
80-in. Bleached Sheetings,  
Grey Cottons,  
White Cottons,  
Shirtings, all kinds,  
Fancy Prints,  
Cotton warp,  
Linen,  
Carpets, &c.

three great essentials,

## and Cheapness!

### OCK OF GROCERIES.

menne stock of **BOOTS and SHOES**  
Tweeds, Gambroons, &c. Hats and  
Stuffs, Field and Garden Seeds,  
visions.

MARKHAM.

8 8



**First-Class**  
**FURNITURE!**

## Toronto and Nipissing Railway.

### SUMMER ARRANGEMENTS.

Direct route for Markham, Uxbridge, Sunderland,  
Cunnington, Cobocouk, Lindsay, Beaver-  
ton, &c., &c.

Trains run daily between Toronto, Woodville  
Junction, Lindsay, Beaverton, and Cobocouk,  
from Berkeley Street station, as follows:

Distance from	GOING NORTH.	MAIL.	MIXED.	EXP'S.
Toronto.		a.m.	p.m.	
Toronto, leave.....	8.00		3.00	
9 Scarboro' Junction.....	8.85		8.85	
14 Agincourt.....	8.50		8.50	
20 Unionville.....	9.10		4.10	
Markham.....	9.20		4.30	
29 Stouffville.....	9.50		4.50	
84 Goodwood.....	10.15	a.m.	5.15	
41 Uxbridge.....	10.40	10.00	5.40	
	arrive	depart	de	
49 Wick.....	11.15	10.85	6.15	
Sunderland.....	11.80	10.50	6.30	
59 Cannington.....	11.55	11.20	6.50	
68 Woodville.....	12.10	11.35	7.05	
64 Midland Junction.....	12.15	12.15	7.15	
66 Argyle.....		12.20	7.25	
71 Eldon.....		12.40	7.40	
74 Portage Road.....		12.55	7.55	
76 Kirkfield.....		1.10	8.05	
79 Victoria Road.....		1.25	8.15	
88 Cobocouk.....	p.m	at 2.05	8.50	
Beaverton, Midland R.R.	1.30		9.00	
Lindsay, Midland R.R.	4.05	a.m.	9.45	

Distance from	GOING SOUTH.	EXP'S.	MIX.	MAIL.
Cobocouk.		a.m.	p.m.	p.m.
Lindsay, Midland R. leave				12.10
Beaverton, Midland R.R.			2.40	
Cobocouk.....	6.09	2.55		
9 Victoria Road.....	6.35	3.40		
12 Kirkfield.....	6.45	3.55		
14 Portage Road.....	6.55	4.10		
17 Eldon.....	7.05	4.25		
22 Argyle.....	7.20	4.45		
23 Midland Junction.....	7.30	5.00	1.15	
25 Woodville.....	7.35	5.10	1.20	
29 Cannington.....	7.47	5.25	1.35	
33 Sunderland.....	8.07	5.50	2.00	
89 Wick.....	8.20	6.15	2.12	
47 Uxbridge.....	8.45	6.45	2.37	
	arrive.	8.55	6.55	2.45
54 Goodwood.....	9.20	7.30	3.10	
59 Stouffville.....	9.50	8.10	3.40	
63 Markham.....	10.10	8.40	4.00	
68 Unionville.....	10.18	8.55	4.10	
74 Agincourt.....	10.40	9.20	4.30	
79 Scarboro Junction.....	10.55	9.45	4.50	
88 Toronto.....	arrive	11.20	10.15	5.15

### STAGE CONNECTIONS.

Markham—Stage for Cedar Grove, Belford,  
Whitevale, Bangor, Brongham, &c.  
Uxbridge—Stage for Manchester, Prince Albert,  
Port Perry, Epsom, Utica;  
Sunderland—Stage for Yroomanton, Valentyns;  
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, May 22, 1873.

352-1y

McDonald, B.  
Barriaters, Attorn  
and Toronto Street  
D. M. McDONALD.  
December 13, 1872

HODGIA  
Barriaters, Attorn  
Hall, Tor  
THOS. HODGINS, L.L.B.  
February 27, 1873

MORGA  
Barriaters and Att  
Notaries, Co  
T. KEARTON MORGAN  
November 2, 1872

(Late James & F  
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Loan Co. R.  
and T  
August 14, 1872

PETU  
Provincial Land  
Draughtsmen  
Yonge St.  
Orders by letter  
April, 11 1872

BIGELO  
Law, Chancery,  
Adelaide Street  
Court  
N. GORDON BIGELOW  
March 13, 1873

ADAM H  
(Late of Dugan &  
at-Law, Solicitor  
&c. Office,  
south-east  
Court St  
January 23, 1873

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Malvern, Feb. 2

SALE  
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January 2, 1873

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pair about six dollars, which the wife had  
been keeping for him, and it appears that  
when he asked her for it she refused to  
give it up, which resulted in the murder.  
An inquest will be held at three o'clock  
this afternoon by Dr. Woolverton. The  
sad event has caused quite an excitement  
in our usually quiet city.

## COUNTY COUNCIL.

On Monday afternoon a meeting of the  
Council of the County of York was held in  
the Council Chamber of the Court House,  
Warden Wm. H. Thorne presiding. The  
following Reeves and Deputy-Reeves were  
present: For Etobicoke—Matthew Canning,  
reeve, J. Clark, deputy-reeve; Georgina—  
Donald McDonald, reeve; North Gwillim-  
bury—J. Maritt, reeve; East Gwillimbury  
—Wm. Cane, reeve, Wilson Read, Henry  
Mosier, deputy-reeves; King—W. Munle,  
reeve, Joel Phillips, J. D. Phillips, deputy-  
reeves; Markham—Wm. Eakin, reeve;  
John Lane, Wm. Milliken, deputy-reeves;  
Scarboro—John P. Waleer, reeve, Donald  
G. Stephenson, deputy-reeve; Vaughan,  
David Boyle, reeve, Thos. Webster, deputy-  
reeve; Whitechurch—John Randall, reeve,  
Maxson Jones, Philip Macklem, deputy-  
reeves; York—Wm. Tyrell, reeve, J. P.  
Bull, H. Duncan, J. Watson, George Leslie,  
jr., deputy-reeves; Yorkville—J. Severn,  
reeve, J. Wickson, deputy-reeve; New-  
market—Erastus Jackson, reeve; Holland  
Landing—W. H. Thorne, reeve; Aurora—  
Joseph Fleury, reeve; Richmondhill—A.  
Law, reeve; Markham Village—J. Speight,  
reeve.

The muster roll having been called, and  
the several members answered to their  
names, the Warden stated that there was  
not a great deal for the Council to do at this  
meeting, but there were two or three im-  
portant matters to be considered; it was  
necessary the equalization Committee  
should make their report as soon as possible  
so that the Finance Committee might strike  
the rate. They had received a communi-  
cation from the Provincial Secretary with  
respect to the establishing of registry offices  
in the north and south ridings; another mat-  
ter for the Council to reconsider was with  
regard to the different charities in the city;  
it was rather too bad to cut off the charities;  
he hoped the Finance Committee would see  
into the matter and report more favorably.

### COMMUNICATIONS.

A communication from Mr. P. Ashdown  
with regard to the opening of the road at  
Vaughan, pointing out the great difficulty in  
so doing, was read.

A communication from the trustees of the  
Girls' Home, asking that the Council would  
be pleased to make their annual grant to  
the Home, was read.

From the County Solicitor, with respect  
to water lots opposite the home gaol, and  
enclosing Act of New Water Lots.

From the County Clerk of Peel, respect-  
ing the building of two bridges over the  
river Humber.

From John K. Macdonald, county treasur-  
er, in account for school moneys for 1872,  
and a statement of apportionment of school  
money for the county, which amounted in  
the whole to the sum of \$72.30

A communication respecting shop and  
tavern licenses was read.

A communication from the Provincial  
Secretary, respecting registry offices for the  
north and south ridings of the county being  
established.

From the county registrar, enclosing ac-  
count for work done, amounting to \$24 50.

### PETITIONS.

s, could not be lawfully called upon to con-  
tribute anything towards the erection of a  
building for High School purposes within  
the Municipality of Richmond Hill;

Therefore this Council deem it advisable  
to obtain a legal opinion as to the best mode  
of recovering back from said High School  
Board the sums of money unlawfully col-  
lected from the townships of Vaughan, King,  
Markham and Whitechurch, as aforesaid.

A letter was received from the Managing  
Director of the Toronto and Nipissing Rail-  
way, offering the members of the Council a  
trip on the line. It was resolved to accept  
the kind offer, and Wednesday was fixed on  
as the day to enjoy the pleasure trip.

The Council then adjourned until ten  
o'clock next morning.—Globe.

## The Execution of James Carruthers.

Barrie, June 11.—The scaffold has avenged  
the Essa homicide, James Carruthers  
having paid the extreme penalty of the law  
in the gaol yard here this morning. Before  
detailing the closing scene, as no full report  
of the crime has been very widely publish-  
ed, a short sketch thereof may be given.  
James Carruthers, a farmer, had for the past  
twenty years resided in the township of  
Essa, County of Simcoe, where he had ac-  
cumulated property to the value of about  
\$7,000. He bore an excellent character for  
honesty in all his dealings but was unhap-  
pily addicted to drink, which acted with ul-  
timately fatal result on a temperment  
naturally impulsive. His home-life had  
been on the whole rather unhappy during  
that time, frequent quarrels occurring be-  
tween him and his wife, the victim of the  
murder. More than once these difference  
led to a temporary separation of the pair,  
but reconciliation was always effected, and  
on the 4th of last December they were liv-  
ing together again, with four children, vary-  
ing in age from thirteen years upward. Car-  
ruthers was the unfortunate possessor of a  
high spirit, and his wife of an evil tongue,  
and the disturbance between them are at-  
tributed equally to both. On the night of  
4th December, Carruthers entered his house  
about ten o'clock, somewhat intoxicated,  
having had several glasses of liquor at the  
neighboring tavern. His wife was at the  
table setting bread and he remarked to her  
that she need not mind as she would not live  
to bake it. The woman treated the threat  
with indifference, and shortly afterward  
the husband went out but returned in a few  
minutes with a whip stock, with which he  
deliberately and without remark struck her  
two or three blows on the head. The in-  
juries inflicted resulted in death next morn-  
ing. Carruthers was arrested and tried at  
the late Simcoe Assizes. The defence set  
up was insanity induced by a morbid jeal-  
ously on the part of Carruthers, but the pos-  
ition could not be sustained, and he was  
found guilty of wilful murder and sentenced  
to be hanged to-day.

During his incarceration the prisoner's  
stoical demeanour at first assumed, passed  
away, and he became frantic and calm  
under the unrelenting ministrations of Rev.  
Mr. Morgan, Episcopal minister, and others.  
He repeatedly attributed his crime to drink  
alone, and was very earnest in admonishing  
the other prisoners in the gaol to avoid that  
curse; on one occasion, by permission of  
the gaoler, addressing a number of them  
confined in the yard below from the corridor  
window on the subject. With regard to  
the homicide, Carruthers confessed his guilt,  
but said he had no recollection of much that  
was deposed by the witnesses at the trial.  
He repudiated the plea of insanity, and the  
evidence ascribing jealousy as the motive  
of the deed, which was he said set on

promoted to the next year, which was  
view to preserving the breed, which had  
been seriously diminishing in those pa-  
the empire.

For the past week or more extensive  
have been raging in the woods in the vi-  
city of Barrie, occasioned by unusual  
weather of the past month. Mr. Sallie  
a quantity of lumber by a fire which  
out in the neighborhood of his saw-m-  
Vespra.

A Vienna despatch says the number  
visitors to the exhibition is far less than  
anticipated. The trades-people, and  
habitants generally, are greatly discour-  
aged at the absence of strangers, and the  
of living, which deterred the persons  
visiting the city, have been reduced.

YORK COUNTY COURT.—John Slanker  
Jacob Slanker were put on their trial for  
theft of a turkey from Benj. Brownson  
of the township of Whitechurch. The  
ers were tried separately. Jacob was  
quitted. The other John Slanker, was  
guilty, and sentenced to three months  
prisonment. Mr. Alex. Mairs, Mark  
defended the prisoners.

A BALTIMORE child, clandestinely drin-  
g laudanum, fell into a stupor, succee-  
by convulsions. When medical aid ar-  
it was too late to administer antidotes,  
electricity was resorted to. For two  
he was subjected to a strong and continu-  
current, and at the end of which time  
sinking energies began to return, and  
the next morning he was out of danger.

The funeral of Sir George E. Cartier  
Friday, was an imposing spectacle, and  
attended by a large number of Government  
officials, religious societies, and others. So  
little difficulty occurred with the officers  
the artillery, who threatened to fall out  
the procession if the band of the Govern-  
ment's Guards was given the precedence.  
The affair was settled by allowing the  
tillery officers the place of honor.

One of the most gigantic projects of  
age is about to be undertaken by Russia,  
the shape of the construction of a trans-  
continental railroad to connect the Baltic w-  
the Pacific through Siberia. The road w-  
run from Nijni-Novgorod, which is si-  
miles from St. Petersburg, eastward  
Alexandroffsky, on the Japanese Sea, a  
tance of 4,200 miles. It is to be com-  
ed as soon as arrangements can be made  
probably before the end of the pres-  
year.

FALL wheat in the county of Peel pro-  
ises a fair yield. Some fields of this crop  
promise to yield thirty and even forty bu-  
els per acre; others are poor, and will un-  
der the most favorable circumstances yield  
lightly. The bulk, however, may be plac-  
under the heading "pretty fair," and p-  
sent appearances justify the expectat-  
that the crop will be an average one. I  
other grains with which a large breadth  
ground have been sown look well but  
rain. The meadows are generally light.

THE "carrying of coals to Newcastle"  
no longer to be treated as a ridiculous  
surdity or a commercial paradox. The  
Great Eastern, after laying the Atlan-  
cable, is to take a cargo of fifteen thous-  
tons of coal from Nova Scotia to Engla-  
So the time has arrived when supplying  
supposed inexhaustible colliery, or the co-  
sumers thereof, with its own boasted co-  
modity, is no longer a metaphor of comm-  
cial folly, but engages the services of a m-  
ine monster. "Extremes meet" when the  
new continent begins to warm old Alb-  
across the seas.—Railway Review.

THE hanging of Carruthers in Bar-  
Canada, lately, says the New York Her-  
is another instance of the promptness