

Foreign News.

THE LAMENTABLE BOAT ACCIDENT AT SOUTHAMPTON.

THE DEATH OF CAPTAIN HARRISON.

From the time that the Great Eastern had been fairly moored at her winter quarters, Captain Harrison with his wife and family had occupied a small villa, called Hythe House, on the opposite side of the Solent to Southampton, and almost facing Netley Abbey. Every morning, at about half-past nine o'clock, his gig, in charge of his coxswain, called for him at Hythe Pier, and thence he went by water either to the Great Eastern or Southampton, as the business of the ship required. As usual the gig started from the pier to call at Hythe at about eight o'clock last Saturday morning. Captain Lay, the chief purser, with his son, an engaging youth of thirteen, left in the boat to breakfast with Captain Harrison before coming up to town. Ogden, as usual, was in charge of the boat, with his crew of five picked men.

Ogden, the captain's coxswain, who was always in charge of her, was one of the most experienced boatmen in the Great Solent; and, though a young man, was well known for his skill, and to be equal to managing any boat in any weather. A few minutes before ten o'clock, Captain Harrison, with Dr. Watson and Captain Lay, and his son, came down again to the pier to on-board and cross the water. The whole party, therefore, started themselves in the gig, which immediately got under way, and stood straight across the Solent for the entrance of the tidal dock at Southampton.

But during the time that had elapsed since the boat had first arrived at Hythe the weather had changed sadly for the worse. The sky had gradually become overcast, the waves were white and turbulent, and everything seemed to threaten a squall of no ordinary fierceness and duration. Between nine and eleven o'clock, on the Southampton side of the water, it blew a hurricane. Dr. Watson distinctly states that though the weather was bad, it was far from being at all dangerous, or even very bad, when they left the opposite shore.

According to this gentleman's statement, they stood rapidly across the Solent, with the wind fair on the starboard tack. Captain Harrison sat in the stern sheets at the helm, Dr. Watson and Captain Lay and son were on the windward side. The crew, with Ogden, sat more forward, but mostly, of course, on the windward side, to counterbalance the inclination of the sail. During the run across, the boat, though rather wet, behaved well; but as it neared the opposite side, and the land opened out, the squall increased fearfully in violence, while the gig began to pitch and move unsteadily to her helm. The tide was very high, though just beginning to set out of the docks against the wind, making a chopping, dangerous sea run high and broken, and which appeared to get worse each moment. Through this the boat held her own well for a time, though her yawing and pitching heavily increased, so heavily, indeed, as to attract the attention of some of the officers and others on board the Indus. Still she bore stoutly up, sending the foam from her bows, though her yawing increased so that her helm scarcely controlled her at all. When she got into the channel between the Indus and the docks, the chopping sea was worse than ever. Captain Harrison gave orders to stand by with the halyards, and immediately afterwards to down with the sail. The order was at once obeyed by the crew, but both the sail and halyards were wet through; neither moved freely, and the sail, after coming down a foot, stuck fast. The rest occurred in a minute. The boat had still way enough on her to take her abreast of the opening to the docks, when a counter eddy of wind struck her on the opposite tack. The sail instantly "jibed," as it is termed, that is to say, the canvas was forced back against the mast, and the boat to a second, heeling over on the side on which most of the crew were sitting, filled and turned over.

Dr. Watson, who exerted himself so energetically to save others, and who was himself picked up exhausted and insensible, says that in the first moment all went down together underneath the gig, but almost immediately afterwards, as it appeared to him, they rose to the surface. The spray from the sea was wild and stinging, the water deadly cold, and for a moment or so of course none could say what happened. Dr. Watson, who swims as well as poor Captain Harrison did, struck out and seized the younger Lay. While doing so he saw Captain Harrison almost striking out towards the boat, which was pitching about keel uppermost, and called to him to make for the boat and hold on, to which Captain Harrison replied, "All right, all right." Always cool and collected, no matter what his danger, Captain Harrison then seized the boat, and made a desperate attempt to right it. But it was filled with water, and turned over so completely as to rise again with the keel uppermost still. Between this movement of the boat and the fury of the sea, Dr. Watson was separated from young Lay and the boat for an interval. After a while, however, he again succeeded in catching the poor lad, and jamming him in between himself and the stern of the boat, on to which he held with one hand, while with the other he tried to support Captain Harrison, who was bulking strongly with the waves, by keeping his hand under his arm. In this manner some minutes passed, and Captain Harrison seemed almost powerless, and to be becoming insensible. After a short while, however, he again threw himself on the keel of the boat, and strove to turn it over. The struggle, however, was like the first, ineffectual, and seemed to exhaust his strength, for he relaxed his hold, threw his arms up, and fell back in the waves, after which Dr. Watson saw him no more. The last gallant effort of the Captain laid, however, again separated Dr. Watson from the boat and from young Lay, who, before the Doctor could regain his hold of

him, went down, beating the water with his hands as he sank. Captain Lay, who was holding on to the boat, shouted loudly for help as he saw his child disappear. Dr. Watson called to them all to hold on, as a boat was coming. Some of the crew were then clinging to oars and stretchers, but most of them to the boat. Ogden could not be seen. It was some minutes longer before any boats could make their way to them through the heavy sea, by which time many had relinquished their hold of the boat or spars, for the waves were breaking over them, and all were now more or less exhausted and insensible before they were rescued.

Two boats had put off from the Indus, with two from the docks, and one from a cutter named the Fawn, almost immediately after the accident was seen. The boats from the docks picked up poor Captain Harrison, who was floating about a foot below the surface of the water, with his arm cast loosely over an oar. When lifted out, he had been, it is supposed, about twelve minutes under water, and his body was perfectly cold and dead; not a sign of animation could be discovered. He was immediately carried to the shore and placed in one of the new houses of the docks, where there was a large fire; but though Dr. Watson, Dr. Chapman, Dr. Wulfin, and many other medical gentlemen were instantly in attendance, and every possible method was used to restore animation for upwards of an hour and a half, all efforts were fruitless, and he never moved or gave a sign of life. The body of the younger Lay was not found till late in the afternoon. Ogden, the coxswain, was picked up near Captain Harrison. He, after a long time, was restored to consciousness, but, as we have said, sunk and died the same evening at eight o'clock.

THE LATE CAPTAIN HARRISON.

Captain William Harrison was born at Marport in October 1812, and was consequently forty-seven years of age. His widow is left with three children—two girls, believed to be about the ages of eight and fourteen, and a boy, supposed to be about twelve years old. He was the son of a captain in the merchant service, whose career from boyhood upwards was spent upon the deep, and who long had the reputation of being one of the most efficient Officers afloat. Very early in life this lad, who was destined to achieve a command far more important than any hitherto held in the merchant service, evinced a marked predilection for nautical pursuits, and determined to become a sailor, in spite of his father's wish that he should devote himself to some industrial occupation on shore. After having made a probationary voyage in a vessel commanded by the elder Captain Harrison, which voyage had the effect of stimulating young William's desire for a seafaring life, the boy was apprenticed in the usual manner, and sailed from Liverpool in October 1825, about the time he attained his thirteenth year. Step by step he rose in favour, and became so well known as an efficient seaman, that he obtained a command within a few months after the term of his apprenticeship had expired. The earlier years of his career as a commander were passed in the East and West Indies, and on the Coast of South America. It was in the latter part of the year 1855 that Captain Harrison's reputation as a seaman secured his election by the directors of the Eastern Steam Navigation Company as the future Captain of the gigantic vessel then in the course of erection at Millwall. There were about 200 competitors for the appointment. When this company failed from want of funds, and the undertaking merged into another association under the name of the Great Ship Company, the first act of the new proprietors was to endorse the appointment of Captain William Harrison.

WRECK OF A STEAMER.

BARRINGTON, N. S., Feb. 20.

A steamer's lights were seen at four o'clock this a. m., and at daylight she was found to be ashore half a mile from the Island. The sea was so rough that boats could not reach her. A vessel is preparing to go to her assistance. The American ship *Consul* proceeded at once to the steamer, but has not yet returned. We shall probably have the particulars in the morning.

HALIFAX, Feb. 20.—A large steamer went ashore last night on Cape Lodge, West side of Cape Sable. No communication has been had between her and the shore.

Wreck of the "Hungarian."

PROBABLE LOSS OF THE PASSENGERS AND CREW.

HALIFAX, 21st, a.m.

The following is the only news yet obtained from the scene of the wreck:—

The large steamer is ashore on the west side of Cape Sable in the *Hungarian* which sailed from Queenstown on the 9th instant for Portland. She is a total wreck, and all her crew and passengers are supposed to be lost. A small portion of the hull is now visible at low water. Nothing like the news despatches of the Associated Press can be found, but it is thought it may be in the mail, a small portion of which has been saved in a damaged state. One passenger's ticket has been found, with the name of Ellen Sheehan upon it.

The following has been sent from Cape Sable to Cunard & Co. "A steamer's lights were seen on Monday morning at three o'clock, at day break. The spars and pipe were seen standing, and at 10 a. m., all had gone by the board; that the ship settled. A heavy sea was running, breaking most high over the ship. Communication with the ship was impossible. All on board must have been lost, unless the boats left the ship before day light, which is not likely. At low water part of the ship is visible."

HALIFAX, 22nd Feb.—Nothing further has been received regarding the *Hungarian*, as far as yet ascertained. No traces of the boats have been discovered, and none of the bodies washed on shore.

ARRIVAL OF THE EUROPA.

HALIFAX, Feb. 22.

The *Jura* was to sail shortly after the *Europa*. The *Edinburgh* arrived on the 9th inst.

BRITAIN.

A Cabinet Council has been held today.

All the evening papers state that the Budget has been very favourably received in the city.

The ratification of the French treaty has been issued today.

The Ministry appointed Lord Cowley and Mr. Cobden, joint Plenipotentiaries.

One of the despatches from Lord Cowley to Lord John Russell compliments Mr. Cobden on his active exertions, and with Plenipotentiaries were honoured with His Majesty's entire approval of the manner in which they brought the negotiations to a successful issue.

LONDON, Saturday evening.—The Budget occasioned a further rise in Consols.

The first of the line of screw steamers between Spain and the African coast, arrived at Fernando Po on the 1st January.

Vice-Admiral Tycote, Sierra Leone, had condemned the brigantine *Favourite*, being equipped for the slave trade.

The war steamer *Pluto* was reported to have taken a prize on the south coast, with 600 slaves.

In the House of Commons on the 21st instant, Sir J. Trevelyan's bill for abolishing Church rates was debated. Sir G. C. Lewis and other government supporters favoured the measure; Mr. Disraeli and others strongly opposed it, but the second reading was carried by 263 to 235. The majority was smaller than anticipated.

Sir Fitzroy Kelly obtained leave to bring in a bill for the prevention of bribery. Provisions very stringent.

Mr. Duncanson moved that at Parliamentary elections in Gloucester and Wakefield, which had rendered themselves notorious for bribery, the votes be taken by ballot. Lord Palmerston spoke against the ballot on general principles, and the motion was rejected by a majority of 31.

On the 10th Lord John Russell laid on the table the commercial treaty with France.

Mr. Gladstone rose amidst great cheering and proceeded to make his financial statement. He stated that the annual income was £70,000,000, while the expenditure was £68,353,000. The estimated income from existing sources was only £60,700,000, and apparent deficit of £9,400,000. To meet this he proposed an income tax for the year of 19s. in the pound, on incomes above £150; and 7d. on incomes below that sum. This would give a surplus of nearly half a million. The tea and sugar duties he proposed to renew for another year. He entered into the provisions of the French treaty, and intimated that the duty was to be reduced on wine from 5s. 9d. to 3s. per gallon. Brandy from 15s. to 8s. per gallon. Timber from 7s. 6d. to 1s. The duties to be entirely abolished on paper, butter, tallow, cheese, oranges, nutmegs, and liquors. The treaty to be in force 10 years.

TURKEY.

CONSTANTINOPLE, Feb. 4, via Trieste.—Since the departure of Thouvenot, a great change has taken place in the relations of ambassadors. The French charge has scarcely had any intercourse with the Russian ambassador, who has had frequent conferences with the Austrian intermedium. Sir Henry Bulwer has had several conferences with Count Lallemand.

The financial committee intend imposing taxes on the registration of patents.

The Prussian ambassador has expressed himself against the tax on house rents.

ITALY.

ROME, Feb. 10.—In a proclamation, General Geyon expressed a hope that the Carnival will pass by without any disturbance.

The papal Government has arrested the supposed leader of the late republican movement. The arrest has been suppressed.

THE YORK HERALD.

RICHMOND HILL, FEB. 24, 1860.

BUSINESS NOTICE.—Parties writing to this Office will please bear in mind that they are wasting their time, paper and ink, unless they prepay their Letters. All Letters addressed to this Office must be post-paid.

THE COMING SESSION.

An ancient fable records that amongst the myriads of croaking frogs was one possessed of insatiable ambition, who seeing a large ox in a field, vainly essayed to become as big as this said animal.—Dire and fearful were the efforts put forth to inflate its skin to the desired proportions. The entire tribe of frogmen were doubtless watching with intense interest the result of this unprecedented stretching. At length the crisis arrives; the frog increases in size; it is inflated beyond all parallel, and at last a death-blow is given to the hopes of aspiring frogdom, as it is found that the would-be-ox has paid the penalty of his rashness by bursting. The moral of this story is obvious to every one, and its applicability to her Majesty's opposition will, we think, be alike plain and unmistakable.

Has not Geo. Brown in particular been laboring to become a STATESMAN? Has he not as leader gone through the most astounding

amount of labor to convince us that in Canada there is not his like?—(we fervently hope there never will be)—has not office been his one great aim. As an oppositionist?—Has he not endeavored by every unscrupulous means to turn the present ministry out, in order that he may be chief of the ins? Has he not in prosecution of this darling idea ignored all principle and honor? But still in spite of all his slanders he still remains vanquished, and has led his followers only to defeat, with one only exception, for he was indeed premier for two days, and this ruined him. The bubble then burst—as he who heretofore was esteemed a very paragon of virtue, proved himself by his hollow alliances to be the "Prince of humbugs;" and now with reputation blasted, he stands before the people of Upper and Lower Canada a lamentable object of loathing and pity, and a standing monument of the risks, dangers and inevitable fall of those who live only for the aggrandizement of self.

Parliament meets on Tuesday next for the transaction of business, and were the opposition but men of honor the session would be a quiet one, as probably never has there been such a dearth of exciting topics as at the present time. The convention comedy is silent as the grave, with perhaps the single exception that some of these crotchety gentry begin to kick in the traces, and show some disposition to kick over the driver of the opposition state coach. Whether success will crown their efforts remains to be seen, but we rather doubt it. We think that the "Editor-in-Chief" of the *Globe* will keep for this session "his bad eminence," and that the present ministry having such an opponent, will keep possession of the helm for the present. During the recess the ministry have made two very good hits. The New Postal arrangements of Mr. Smith cannot fail to give satisfaction to Parliament, and throw discomfiture into the opposition camp. Then there is Mr. Galt's scheme to consolidate and pay off the Provincial debt; and the reception given to the scheme in England gives to the present ministry an immense advantage over the "outs," as no amount of misstatement or misrepresentation can sensibly detract from these really splendid successes.

The business of the session ought, we say, to be got quickly through, and none but a factious opposition would throw obstacles in the way; but we fear, judging from the past, that the very triumphs of the ministry will add fresh fuel to the fire of the malcontents, inasmuch as their chances of office are considerably diminished thereby; therefore the probabilities are that these men, who can agree upon nothing but hostility to the ins, will be even more virulent this session than last. It matters not, however, how they act; the people have long since had their eyes opened as to the real aims and objects of Geo. Brown and his party, and by this time they thoroughly understand "that it is impossible that a dishonest factious opposition can ever make an honest patriotic administration."

LORD MACAULAY.

(Communicated.)

"What I want the mind of broad, historical, sage, the poetate laid upon oblivion's tier? Shall darkness quench the beam of our age? Without the mead of our melodious tear."

—Saxton.

The year 1859 presents us with a long list of brilliant names among his dead. Divines and Philosophers, Writers and Statesmen, Artists and Philanthropists go to make up the illustrious catalogue. Among the writers the names of Prescott and Hallam, Irvine and DeQuincey are familiar to most of those in America or Europe who take an interest in the literature of the age. But the last days of the year have added to the already long list a name known to nearly all in every rank, a name which is perhaps the most brilliant in the funeral annals of the year, and which will not be forgotten while the English language and literature continue to be read and studied. The commencement of the year brought us the mournful intelligence that Lord Macaulay had departed shortly before the close of the last. Death, in closing the melancholy list, seems to have chosen a name which would eclipse all others of the time, to bring up the rear.

In classifying the names, one feels almost at a loss where to rank this master-mind; we find him engaged as a statesman and historian, an essayist and a poet, a philosopher and an orator, and greatly distinguished in all.

But it is as an historian that he is best known, and in that perhaps he most merits our praise. Many have written but none perhaps have possessed, in so high a degree, the faculty of painting history. His characters do not appear to be mere dead figures of the past, but

seem to live and move before us with all the animation of the present. The minute description which has rendered many historian cumbersome, even to tediousness, has served in his hands to beautify his works with an elegance and variety which few have equalled and none excelled.

As an essayist he is also pre-eminent; his essays forming some of the most beautiful written and brilliant specimens of composition with which our language has been enriched. His writings in this sphere are so numerous that it is difficult to particularize, but we may here mention one or two, not as considering them his best productions, merely to show how beautifully he writes what he has himself observed, with what the facts of history have brought under his notice. His residence in India gave him that extensive and accurate knowledge of Eastern customs, ideas and laws, which shines so conspicuously in his papers on Lord Clive and Warren Hastings, so that in reading his description of Indian life and manners, of the brilliant victories of Clive, and the shrewd negotiations and powerful rule of Warren Hastings, (to use a beautiful expression of his own) "the past seems present, and the distant near."

While speaking of this, we may allude to his description of the opening of the celebrated trial of Warren Hastings. In perusing this, the reader can almost imagine himself in the great Hall at Westminster, beholding the wits and beauties of the age, and listening to the great orators of a time when eloquence was about its zenith in England.

Time does not permit us to speak of his merits as a poet, more than to say that his classical ballads bear the mark of the same genius which characterize all his prose writings.

We must then pass on to notice his productions as an orator. It has been said by those considered as competent critics, that he may be placed in the first rank among the great speakers of the day, both with respect to his literary and historical illustrations of his subject, and strict adherence to the question under discussion. His speeches, which are published, show erudite knowledge, deep thought, and much good common sense, united with a love of justice which altogether ignores the mere gaining of party ends and triumphs.

In whatever sphere we place Lord Macaulay, his death must be considered not only as a great national loss, but as a great public calamity. However, the works which he has bequeathed to the world have rendered his

"One of the few, immortal names,
That were not born to die."

THE VAUGHAN ROADS.

According to announcement, a public meeting was held at the Town Hall, on Wednesday last, to take into consideration the propriety of establishing the Side Roads of the township of Vaughan on the original survey. The meeting was a large one. The Reeve, H. S. Howland, Esq., presided. George J. F. Pearce, Esq., was appointed Secretary. After some little discussion, the following resolutions were carried with but one dissenting voice:

Moved by DAVID JEFFREY, Esq., seconded by Col. BURGESS, that this meeting is of opinion 1st, That it is most desirable that the Side Roads of Vaughan, in accordance with the position of the same, as they have been improved and travelled upon be established,—inasmuch as to change them upon lines according to the present law would, in many instances, result in the loss to the public of a great amount of Statute Labor, and also of a large money expenditure by the township.

2nd, That the following copy, as a memorial to the Municipal Council of the Township, be presented to the Council, at its next meeting if possible, and circulated for signatures, by a committee, in each Ward—asking that the said Municipal Council do petition the several branches of the Legislature, praying for the passing of a special Act, during the coming session, establishing the Side Roads as the same are at present; and making provision, in the manner pointed out in the said memorial, for the defining of lines between lots in the different concessions of this township.

"THE MEMORIAL OF THE UNDERSIGNED FREEHOLDERS OF THE TOWNSHIP OF VAUGHAN."

Respectfully Sheweth,—That the greater number of the side road allowances between lots in the said Township, have been opened up and travelled, and statute labor and money expended thereon for many years back. That has been discovered upon recent and more correct surveys being made in the several concessions, that few, if any of the said side-roads, as laid out formerly as aforesaid, and improved and travelled, are upon the true original allowance.

That to alter the said lines of road now, and place the same upon the proper allowance, serious objections are presented, both in consequence of the actual loss of labor and money expended upon the same, and also in consequence of the peculiar difficulties and uncertainties attendant upon the litigation of the question of Highways and Road Allowances.

That it is most desirable therefore that the side-roads where opened up, and improved as

aforesaid, should be confirmed and established for all future time upon the present lines.

That your Memorialists therefore respectfully beg that your worshipful Council will petition the several branches of the Legislature to pass a special Act during the ensuing session with the above object, and that such Act shall provide further, that where any one or more side-roads in any Concession shall not have been opened up, previous to the passing of the said Act, the same shall be defined by ascertaining by an equal division [where necessary] the proper point upon the front having due respect for original boundaries, all side-roads established by such Act, for the purposes of such division to be considered, and taken as original boundaries, and that the road shall be ascertained in the same proportion and the line for side-road drawn through the Concession from point to point so found, and that such lines so drawn shall be taken to be the proper and legal ones.

And further, that all division lines between lots in blocks in the several concessions of the said Township, shall be drawn through from front to rear on the same principle.

And your Memorialists as in duty bound will ever pray."

That the following gentlemen form a committee for the respective wards:—

Ward No. 1.—Edward Seager, John Campbell, and C. E. Lawrence.

Ward No. 2.—W. Devlin, Esq., John Velle, jun. and Jas. Dick.

Ward No. 3.—Brigham, Wilkins, John Stong, and James Graham.

Ward No. 4.—J. Frank, Michael Peterman, and David Jeffrey.

Ward No. 5.—William Taylor, Michael Raeman, and James Burgess.

By request we gladly announce that the Rev. Mr. Dewar, Incumbent of Thornhill Episcopal Church, will deliver the Introductory Lecture to a course, in the Brick School-house, Thornhill, on Wednesday evening, the 29th instant, at 7 o'clock.

The Vaughan Council will meet at the Town Hall on Monday next, the 27th inst., when subjects of importance are likely to be discussed.

MECHANICS INSTITUTE AND DEBATING SOCIETY.—There will be a lecture delivered in connection with the above institute at Ambler's hall, on Tuesday evening next at half-past seven, by the Rev. T. Goldsmith. Subject: "Our Country." We would earnestly invite the public to attend, as the Rev. gentleman enjoys the reputation of being a very able lecturer. There will be a collection taken up at the close of the lecture, to defray the expenses incurred by hiring Mr. Ambler's hall.

WHITCHURCH COUNCIL.

The above Council met at Mr. Chase, Case's Inn, Aurora, on Tuesday last. All the members present—the Reeve in the chair. Minutes of last meeting read and confirmed.

The Reeve introduced a By-Law to provide for carrying out the prayer of a petition presented last meeting. The By-Law was passed through various stages and adopted.

Mr. Harrison presented a petition from R. B. Irwin and others, praying for the erection of a Town Hall in the Township.

The Auditor's report of last year's Account, together with the Treasurer's statement of Liabilities and Assets, was then presented and finally audited.

Subsequently the Clerk was authorized to get them printed in the usual form.

The Reeve then introduced a By-Law to provide for the appointment of certain Township officers.

The Council went into committee of the Whole on the same—Mr. Harrison in the chair, when the following parties were appointed Municipal officers for the ensuing year:—

FOUND KEEPERS.

Messrs. John Taylor, Wm. Williamson, Jas. Mesley, John Jernan, Daniel Hunter, John Richardson, Wm. Sador, Joseph Bogart, Casper Wideman and Francis Kelly.

RECEIVE VOLUMES.

Messrs. John Clubbie, Jonathan Widdfield, Philip Bogart, Chas. Brodie, David Baker, Algam Stouffer, Sen. John Wagg, Eleazer Lewis, Sen. Clayton Webb, Comely Randall, Samuel Rose, Robt. Framer and Jas. Brown, 10th Con.

OVERSEERS OF HIGHWAYS.

1st Con.—Messrs. F. Kelly, Adam Graham, Jas. Mesley, Henry Trent, Clayton Webb, Eleazer Lewis, Sen.

2nd Con.—H. Q. St. George, Wm. Cunningham, George Graham, John Usherwood, Jas. Froud, Peter Pearson.

3rd Con.—Adam, Shiek, Peter Baker, Geol. Grey, Jesse Lloyd, Robt. Lyon, John Feich, Alfred Landy, J. S. Wilkins, and Wm. Hollingshead.

4th Con.—Walker Lloyd, Wm. Harding, Pearson Starr, Henry Hooper, Jos. Gould, Arnold Haight and Murdoch Starr.

5th Con.—Jos. Skiffier, John Scott, Ammon Robinson, Arnes, Bowerman, Edward Randall and Robt. Dewsbury.

6th Con.—John Hoover, Wm. Bell, John Clark, David Lyon, Obed Widdfield, and J. Taylor.

7th Con.—Robt. Wright, Wm. Musselman, Thos. Steel and Geo. Bigham.

8th Con.—Samuel Brownberger, John Falkner, Jacob Johnson, Arthur McFarland, John Swares, Robert McCormack and Robt. Rechead.

9th Con.—John Davis, Thos. Paisley, Thos. Farless, Martin Dixon, Chas. Reid, and Wm. Sador.

10th Con.—Abram Stouffer, David Armstrong and John DeGier.

Town Line—Casper Wideman and John Hamil.

Stonewall—Alexander Sangster and Jas. Johnson.

The committee then rose and the By-Law was read a third time and adopted.

The Council then took up the question of granting licenses to keep houses of Public Entertainment; also entered upon a petition from Wm. Christian, and others, praying for the reduction of Tavern Licenses Fees.

The petition was received and laid upon the table for further consideration. During the discussion Mr. Harrison moved that the license be lowered to \$43, including the Government allowance, but failing to get a second, the question dropped.

On motion of Mr. HARRISON, seconded by Mr. RANDALL, the resolutions were accepted, of Arthur Stouffer, Alexander Sangster, Eli Connor, Wm. Christian, Jonathan Randall, J. W. Kinspey, John McVain, Wm. Brown, Chas. Case and Joseph McFarland, as Hotel Keepers.

Petitions presented from Richard Machel, and others, of Aurora, praying for the repeal of the By-Law commencing statute labor in that village. (Never gained and notice given for the introduction of a By-Law at next meeting.)

A Petition was presented from Robt. R. Davis and others, praying for aid on side road between Lots 15 and 16, in the 2nd Con. Deferred.

A Petition from School Section No. 4, praying for a dissolution of said section with Markham, and to be annexed to Section No. 7. Deferred till next meeting.

Several petitions were then presented in favor of erecting a Town Hall.

Council went into committee of the whole on the same, Mr. Macklem in the chair.

In Committee, a resolution was adopted appointing Messrs Seth Ashton, Jared Lloyd and Daniel Hunter, as a committee to receive offers for the most convenient place for the erection of a Town Hall, and report next meeting of Council.

The Committee rose and the Council adopted the report.

The Council then adjourned till the 17th of April, then to meet at Sangster's Hotel, Stouffville.—New Era.

MARKHAM COUNCIL.

The above Council met at Size's Hotel, Unionville, on Monday, 20th inst. Members all present—the Reeve in the chair. Minutes of last meeting read and approved.

The By-Law to amend and regulate the quantity of Tavern Licenses in the Township of Markham, was read a first, second and third time and passed.

Moved by Mr. FROST, seconded by Mr. POWERS, that Mr. Jas. Gibson be paid the sum of £3 18s. 6d., the amount of account in defendant the several law suits brought against him as a School Trustee acting under the By-Law of this Municipality by Mr. Alex. Payne and others.—Carried.

Moved by Mr. MARCH, seconded by Mr. FROST, that the sum of \$ 00 be appropriated to each of the several wards in this Township, for the purpose of repairing the roads and bridges therein during the present year.—Carried.

Moved by Mr. MARCH, seconded by Mr. FROST, that the Reeve be authorized to sign an order on the Treasurer to pay for the support of a foundling child brought to this Township, \$1.00 per week, until a place be found for it to be maintained free of public expense.—Carried.

The Council then adjourned till the 1st Saturday in April.

TO THE HUMANITY PUBLIC.

Owing to misfortune, and other causes not necessary here to explain, there are now in Markham Township no less than nine destitute children, (eight boys and one girl) under eleven years of age. These orphans are all depending on the charity of the public, or such provisions as the Municipal Council, from time to time, votes out of the funds of the Township for their support.

It is believed that all of these children are blessed with the usual share of mental and physical health, and if placed in charge of respectable families, would bid fair to become useful and respectable citizens, and capable by their services, amply to remunerate those who may adopt them. Any families, therefore, in this or the