

Northern Railway of Canada.

Table with 2 columns: Train Name, Time. Includes Richmond Hill Time Table with Morning and Evening services.

New Advertisements. State Straps—Wm Harrison. Clearing Sale—A Scott. Very fine fish—G A Barnard.

SUBSCRIBE FOR The York Herald, \$1.00 a year

The York Herald.

RICHMOND HILL, NOV. 30, 1866.

To be borne in mind. Public Meetings of the electors in each Township (under the new Municipal Law) will be held on the last Monday but one in December, (the 24th) to nominate candidates for the offices of Reeve, Deputy Reeve, and Councillors to serve for the year 1867.

THE HURON AND ONTARIO SHIP CANAL.

We rejoice to know that the prospects of this great work are brightening, and that, owing to the indomitable energy of the principal director, the undertaking is fast gaining public confidence. The Council of the County of Simcoe has recently manifested a handsome appreciation of the great benefit which is to be derived by securing the carrying-trade of the Western States, through Canadian territory, by coming down with half a million of dollars to aid in the construction of this great channel of trade; and is about to submit a By-law to a vote of the ratepayers of the County of Simcoe for that purpose.

Lecture.

Mechanic's Institute.

It will be seen by referring to an advertisement that the Rev. James Dick, will give the opening lecture this winter under the auspices of the Mechanic's Institute in this village, on Tuesday evening next, at the Temperance Hall, at half past 7 o'clock. The subject, "The Crusades," is one, the bare mention of which, awakens an historic interest in the minds of all who have any knowledge of the events of the world's history.

CENTENARY OF METHODISM.

Throughout the United States and Canada the Methodist body is celebrating the "Centenary," which appears to be attended with a large measure of success, as members have come forward and swelled the "Centenary fund" most liberally. The history of the rise and progress of Methodism is interesting, and goes to impress our mind that its influence in Canada is extending rapidly; they are not only known as a numerous and respectable sect, but their influence as a body, is being felt politically, and in some constituencies, in Western Canada, it is said that to be known as a member of the Methodist body is the most certain recommendation to a seat in our Legislature; we do not vouch for the correctness of this statement, but we must admit that there is some force in it.

The following brief record of the introduction of Methodism to the American continent may not be without interest to our readers:

In October, 1735, John and Charles Wesley, Mr. Ingham and Mr. Delamotte, son of a merchant in London, embarked for Georgia, in order to preach the gospel to the Indians. After their arrival they were at first favorably received, but in a short time lost the affection of the people; and on account of some differences with the storekeeper, Mr. Wesley was obliged to return to England.

After Mr. Whitfield returned from America in 1741, he declared his full assent to the doctrines of Calvin.—Mr. Wesley, on the contrary, professed the Armenian doctrine, and had printed in favor of perfection and universal redemption, and very strongly against election; a doctrine which Mr. Whitfield believed to be scriptural.

A Supposed Case of Poisoning.

A painful rumour has been in circulation here for the past few days, that J. Button DeGeer formerly a resident of this place, but for the past three years has been living near Green Bank, in the Township of Reach, was poisoned. It is also said that his wife, Mrs. M. E. DeGeer, is arrested on the charge of having administered the fatal dose. We are aware that DeGeer and his wife were here about a fortnight ago, and while staying in this village Mrs DeGeer purchased a drachm (which is sixty grains) of arsenic for the avowed purpose of "poisoning rats";—there is something remarkable in this circumstance, when followed by the death of her husband, and which is said to be occasioned by a similar drug.—Mrs. DeGeer is widely known as a temperance lecturer; it is only recently that she returned from a tour through Canada and the neighbouring States, after having reaped a golden harvest as the result of her eloquent appeals in the good cause.

We trust that the authorities will have this unfortunate matter thoroughly investigated, for the sake of justice and morality.

FIRE AT MARKHAM VILLAGE.

We regret to learn that the extensive Flouring Mills and Cloth Factory of T. A. Milne, Esq., in Markham Village, were entirely destroyed by fire on Monday morning last, about half past 5 o'clock. Mr. Milne's loss will be considerable, he had only two thousand dollars insurance. Mr. Lyman Miller, who had the Cloth Factory leased, will also suffer to some extent and many of the farmers in Markham will suffer the loss of Wool, Cloth and Wheat. The fire is supposed to be the work of an incendiary, as no fire had been in the premises since Saturday afternoon.

Auction Sales.

FRIDAY, Dec. 7.—Credit Sale of Farm Stock &c., on north east half of Lot No 24 3rd Con Markham, the property of Mr Abraham Horner. Sale at 10 a.m. Ed. Sanderson Auctioneer.

Terrible Steamboat Collision on the St Clair.

WINDSOR, C. W., Nov. 24. About six o'clock last evening a collision occurred on the St Clair river, between the Detroit and Milwaukee Railroad Company's steamer Milwaukee and the propeller Lac La Belle.

STATEMENT OF THE "LAC LA BELLE" OFFICERS.

Before rounding a bend in St Clair river, two miles above the flats, a steamer was discerned ahead, which subsequently proved to be the Milwaukee, with proper lights burning, and the Lac La Belle kept on her usual course. After rounding the bend the steamer was kept close to the American shore and blew her whistle once, which was a signal to the Milwaukee, to take the starboard side of the river. The two steamers kept on. After signaling the Milwaukee, the wheel of the Lac La Belle was put a-port, and then a second signal was given. At this time the wheel of the latter was put still more a-port, and she was run as close to the shore as was considered prudent. Shortly afterward the Milwaukee struck the Lac La Belle on the port side, about 40 or 50 feet from the stern with terrible force, cutting her almost in two, and crushing her timbers like so much paper. She reeled slightly, and the damage being great, she speedily filled, and sank inside of five minutes. She went down in about 20 feet of water, and now lies with a portion of her upper works only exposed above the water. From the movements of the Milwaukee, it was supposed that she desired to pass on the port side; but as the Lac La Belle was then close to the American shore, it was impossible, and especially as her wheel had been put hard a-port, and she was swinging to change her course in time to prevent a collision.

THE LOSS OF LIFE.

When the collision occurred, the first engineer of the Lac La Belle was at his post and one of her steam pipes burst. Without first attempting to save his own life, probably not knowing the nature of the accident, he immediately went to examine the pipe, and when he returned was washed back by the terrible rush of water and drowned. His name is James Evans, and he resided at Cleveland, where he leaves a wife and family.

A coloured man, named Rudd, who was employed on the same steamer in capacity of waiter, attempted to jump from the Lac La Belle to the Milwaukee but in doing so fell between the boats and was drowned. He also resided in Cleveland.

THE VESSELS AND THEIR CARGOES.

The Lac La Belle was built at Cleveland, came out in July, 1864, and was owned by Robert Hanna and others of that city. She was valued at \$120,000 was insured for \$80,000, and was of 1,147 tons burthen. She had on board 385 tons of iron ore, 125 tons of copper, about 200 kegs of fish, a large lot of miscellaneous freight, and a very small number of passengers. That she will be a total loss is by no means improbable.

The Milwaukee is an immensely strong boat, and with the exception of the Detroit, is probably the strongest vessel on the lakes. She was built for service on Lake Michigan, and ran from Grand Haven to Milwaukee, in conjunction with the Detroit and Milwaukee Railroad, and with special reference to breaking the ice. Her principal damage, was the carrying away of her head gear and top-mast. She will likely be obliged to go into dry dock for repairs. She had on board at the time of the collision, 1000 tons of pig iron for Milwaukee. There is a great diversity of opinion among the officers of both boats as to who is to blame.

STATEMENT OF THE CAPTAIN OF THE "MILWAUKEE."

The following is the statement of Captain Trowell, of the Milwaukee:— She left Detroit yesterday afternoon at half past two o'clock, arrived at the flats at half past five, and about an hour afterwards met the Lac La Belle coming around the bend of the river, just above Saunders' house. The Milwaukee was near the American shore, while Lac La Belle showed her head lights on the starboard side; the Milwaukee then blew two whistles to let the Lac La Belle know that she would pass her on the port side, while the Lac La

one whistle from the Lac La Belle, and immediately afterwards two whistles. One whistle denotes that the Lac La Belle would pass the Milwaukee on her port, or that both would pass each other at the right hand side. Immediately after hearing the two whistles from the Lac La Belle, Captain Trowell saw her commence swinging, and she showed her red light, which denoted that she would pass the Milwaukee on her port. He saw that there was some misunderstanding in the matter, and immediately stopped and reversed his engine, and put the wheel to port, in order if possible to clear the Lac La Belle and avert a collision. His efforts, however, proved fruitless, and the Milwaukee struck her about 50 feet from the stem on an angle of about 20 degrees, and the Milwaukee went into her hull and cabin. Captain Trowell states that he was making about six miles an hour, while the Lac La Belle, which had advantage of the current, was running at the rate of about 12 miles per hour.

The Huron and Ontario Ship Canal.

From the Leader of the 26 inst. At length a real movement has been made towards placing this work under way. The county of Simcoe has come forward with an aid of half a million of dollars. The By-law, which the committee was to prepare, will be submitted to the rate-payers for ratification. In the vote of the Council on the resolution we have no bad indication of the public feeling; the majority being twenty against five. The majority are well aware of the feelings of their constituents; and they know that the By-law is in no danger from the popular vote. Manifest as the sum is, the interest and sinking fund will scarcely be felt by this wealthy county; three-quarters of a cent on the assessed value of the property will provide for both, and pay off the whole amount in twenty years. A large number of the councillors visited the spacious offices of the company, on Wellington street, in this city, the day before the vote was taken; and what they saw of the progress of the plans, which are being prepared by a practical engineer, and are now in a forward state, probably had its effect on their minds. They were already convinced of the great value the canal would be to the county, and they saw the office work was being pushed on with vigor. Mr. Caprol was present on the day the resolution was adopted; and the address he made to the Council had its effect on their subsequent action.

Nothing succeeds like success. We have many of us had our doubts about seeing a work of such vast magnitude as this canal carried out. But this grant of half a million of dollars will make an impression on the public mind. Those who before believed that the enterprise could be carried through required nothing more to convince them, but sceptics will now become believers. Once create an impression that the thing is going to be done, and the battle is half won. That impression will now take hold of the public mind. It is not at all impossible that further municipal aid may be obtained; and assistance to the extent of several millions may be expected from the Western States, to whose advancement a serious check will be imposed unless new outlets for their enormous and rapidly increasing productions can be found. This is the only Canadian line of canal to which assistance from these states can be expected. They want a line which will give them that choice of routes which Lake Ontario offers; they do not want to strike the St Lawrence by its affluent, the Ottawa, and find themselves confined to a single route to the ocean. The Ottawa route will therefore receive no assistance from them.

As to the best mode of providing for an enterprise of this kind, there can really be but one opinion, when the matter comes to be thoroughly understood. If the opinions of political economists were referred to, they would be found to favor the construction of public works of this kind by private companies. Governments can never carry them out on equally favorable terms: in their hands the cost is always greatly enhanced. Besides what private enterprise can effect, it is a wrong employment of public money for governments to undertake. The Government of the Confederation about to be formed, will have no excess of revenue to lavish on work that can be otherwise constructed; and it is pledged in advance to enlarge the existing canals. When the Huron and Ontario ship canal is built, the necessity of enlarging the Welland canal will no longer exist. So much will be saved to the Government; and it will be better enabled to go on, at an early day, with the enlargement of the St. Lawrence canals. The confederation is to go on with this work as soon as the state of its finances will permit of its entering upon it: that is the stipulation of the Quebec resolutions.

There is a great deal yet to be done; but it is much that a decided beginning has been made: that is always, in such cases, the great difficulty; when this is once accomplished, the rest is comparatively easy. Mr Caprol's energy overcomes difficulties which most of us at first believed to be insuperable. The boldness and energy which the County Council of Simcoe has shown in this business prove that they appreciate the necessity of using the means to carry out an object so ardently and so generally desired by the county.

Connected with this subject is the proposed granting of the Holland marsh to the county. We learn that a

made by some person connected with the Crown Lands Department. The price named is fifty cents an acre. The County Council of Simcoe renews the protest against this speculation, and that if York will do the same. Should this marsh fall into the hands of speculators they would try to extort a large sum from the canal company, to whom it is indispensable, for it. Now that a decided movement has been made to aid this company in the prosecution of its task, we cannot think the Crown Lands Department will wantonly throw this obstacle in the way. We are aware that the application proceeds upon the pretence of draining the marsh; and even if this were carried out it would seriously interfere with the canal company. This marsh is the place where much of the matter excavated from the Ridges would require to be deposited. The Legislature having granted a charter to the canal company, the Crown Lands Department is bound to abstain from an act that would seriously interfere with its operations; and we cannot doubt, on a full survey of all the facts, the commissioner will act upon this view of the case.

Latest from Europe.

LONDON, Nov. 26.—A letter is published in the Daily News to-day, stating that the Government has voluntarily reopened the case of the privateer Alabama. Mr. Seaward, on behalf of the American Government, demanded the settlement of the claims for damages by that vessel some two months ago.

LIVERPOOL, Nov. 26.—Good styles of Upland Middlings have been sold at 1 1/4, but average is 1 1/4. Sales, 11,000 tons to-day. The Manchester accounts show little change for the better, and short time is now almost universal.

LONDON, Nov. 21.—A telegram from Antwerp reports petroleum inactive.

PARIS, Nov. 27.—The new Minister to Washington, Count Bouthillier, will leave Paris for the United States on the 13th of December.

THE FRENCH MINISTER TO WASHINGTON. The French Government has sent a proclamation to Marshal Bazaine for publication in Mexico, when the Emperor Maximilian leaves that country.

THE UNITED STATES GOVERNMENT AND THE FENIANS. LONDON, Nov. 27, evening.—The Morning Herald believes that the Government of the United States will endeavor to detain the Fenian plots at the proper time.

PARIS, Nov. 27.—There are rumours that changes are about to be made in the French Cabinet.

FLORENCE, Nov. 27.—The Italian Government has determined to send Vegezzi on a mission to Rome.

LIVORNO, Nov. 27, evening.—Broad-street closed to-day with a downward tendency. The latest quotations of corn is at 10s per quarter for mixed Western. The provision market closed with hard inactive.

THE FENIANS IN IRELAND. SERIOUS OBSTACLES SAID TO HAVE OCCURRED. LONDON, Nov. 27, noon.—The Fenian troubles in Ireland are assumed considerable proportions, and there is no doubt that a serious outbreak has occurred.

Two regiments of the national troops were urgently ordered to Ireland yesterday, and transports were being prepared all last night at Portsmouth.

A large detachment of marines were also sent over to Queenstown on the war steamer Plymouth.

A gunboat at Chatham has been ordered to sail for Queenstown immediately.

Much alarm is felt at Cork and throughout Ireland generally.

The London Times, this morning, believes that the chief organizer, Stephens, will soon arrive on the scene, if he has not arrived already.

The Globe editorially thinks that a more serious trouble with the United States is really at the bottom of the Fenian outbreak.

LONDON, Nov. 27, noon.—The Fenian troubles in Ireland, which left Quebec on Nov. 17, has touched here to-day, on her way to Liverpool.

THE MEXICAN GOVERNMENT. LONDON, noon, Nov. 27.—A telegraphic dispatch was received yesterday from Washington, by the United States Minister at Paris. The dispatch was a very long one, occupying many hours in transmission, and it is believed that it relates to the Mexican question.

ALABAMA CLAIMS. The Morning Herald to-day says that United States Minister Adams has received the Alabama claim. A Cabinet meeting will soon be held when the case will receive the consideration which its importance deserves.

LONDON, Nov. 27, noon.—It is officially announced that the Government have positively refused the use of the Parks for trade B-form demonstrations.

PARIS, Nov. 27, evening.—It is the settled conviction in Government circles in this city that the Empire of Mexico is ended, and that Maximilian will soon arrive here.

DIED.

At Detroit U.S., on Saturday, the 24th instant, Mr. C. S. Nichols, aged 50 years and 8 months, formerly of Richmond Hill.

At Richmond Hill, on Friday, the 23rd instant, Miss Sarah Catherine Lawrence, aged 50 years.

TORONTO MARKETS.

Table with 2 columns: Commodity, Price. Includes Flour, Wheat, Barley, Beans, Oats, Potatoes, Hay, Straw, Butter, Eggs, Apples, Wool.

FACTS FOR RATIONAL PILL.

When it is stated that Radway's Pills are the most effective, purgative, alterative, and nutritious medicine at present known, the public have a right to ask what are the grounds for this assertion. They are briefly these. The ingredients of the pills (all vegetable) are carefully selected from the very best of their kinds procurable in the world. In the process of manufacture they are freed from all negative matter, and their positive and active properties are alone retained. No portion of these potential virtues can be lost by evaporation, because the materials are prepared in vacuo, and the pills are subsequently coated with gum, which protects them from the action of the air. Twenty pounds of the crude basis produce only one pound of the pills. Hence the extraordinary purity and efficacy of the most popular aperient of the age.

A Card to Invalids.

A Clergyman, while residing in South America as a missionary, discovered a safe and simple remedy for the Cure of Nervous Weakness, Early Decay, Diseases of the Urinary and Sexual Organs, and the whole train of disorders brought on by baneful and vicious habits. Great numbers have been cured by this noble remedy. Prompted by a desire to benefit the afflicted and unfortunate, I will send the recipe for preparing and using this medicine, in a sealed envelope, to any who needs it. Free of Charge. Please enclose an envelope addressed to yourself.

Address, JOSEPH T. INMAN, STATION D. BIBLE HOUSE, New-York City.

Draw Advertisements.

First Lecture of the Season. Mechanics Institute. The Opening Lecture for this season under the auspices of the Richmond Hill Mechanics Institute, will be given in the Temperance Hall, on Tuesday evening, December 4, at 7.50 p.m., by the Rev James Dick

SECRET: THE CRUSADES. Admission to non-members 5 cents. A. McElth Secretary.

250 SETS OF SKATE STRAPS, AT HARRISON'S HARNESS ESTABLISHMENT, Richmond Hill.

JUST received at Wm. S. Bollock's, a splendid lot of really FINE FISH! In Salmon Trout and White Fish, by the barrel or pound; also Co. Fish and Herrings will be sold at the lowest Toronto prices, today.

G. A. BARNARD'S, Richmond Hill, Nov. 28, 1866.

RICHARD GRAHAME, Barrister and Attorney-at-Law SOLICITOR IN CHANCERY, &c TORONTO.

Office—No 4, British America Insurance Building, corner of Church & Court Streets Toronto, Nov. 28, 1866.

Wanted to Purchase. A PONY, not over 8 years of age, apply at this Office. Richmond Hill, Nov. 15, '66.

MONEY TO LOAN On Improved Real Estate, APPLY to Mr. WARMOLL, of Vankoughnet & Warmoll, Barristers, &c. Corner of King & Yonge Streets, TORONTO. November 9, 1866.

TO WAGGON MAKERS & FARMERS. Kept constantly on hand at T. & S. BRIGGS' LUMBER YARD 22 Edward St. Toronto.

ALL KINDS OF BENT STUFF For Cutters, Buggies, Waggon, &c. also Sashes, Doors, Blinds, &c. made to order on the shortest notice. N.B. All kinds of LUMBER & WOOD BOUGHT & SOLD, Or taken in exchange. Toronto, October 20, 1866.

Misses M. & A. Routledge, MANTLE and DRESS MAKERS, Bonnets, Felt & Straw Hats Cleaned and Altered to the latest style. Stamping and Machine Embroidery done. Gent's Hats cleaned and Dyed. Two doors north of G. A. Barnard's Store. Richmond Hill, Nov. 9, 1866.

Wanted. A General servant, a smart active Girl, who will make herself useful about a Farm House, who will find a good home. Apply to A.B. Herald Office. Richmond Hill, Oct. 26, '66.

MONEY TO LEND

ON LANDED SECURITY.

THE Undersigned is authorized to state that \$20,000! Can be procured, in sums to suit borrowers, on Landed security. Terms made known on personal application to

M. TEEFY, Notary Public, Agent &c. N. B. Deeds, Mortgages, Wills, Bonds, &c. &c. drawn with neatness and dispatch.—M. T. continues to act as Divisor Court Acct'r. Fees moderate. Richmond Hill, Nov. 28, 1866. 25

A DESIRABLE RESIDENCE

AND Four Acres of Land, TO RENT.

TO LEASE, for a term of years, those commodious premises belonging to the late Mr. Thomas Richardson, in the Village of Richmond Hill!

Comprising a comfortable Dwelling House with the necessary Out-buildings, and FOUR ACRES OF LAND, including a good Orchard and Garden. There is also a good Well of Water on the premises. For further particulars apply to P. CRISBY, Richmond Hill, or to CHARLES BATTRICK, Lot 43, rear of 1st Con, Vaughan. November 28, 1866. 26

Wm. S. FOLLICK has just received a fresh assortment of Ladies', Misses and Children's LAMB & CLOTH CAPS, In the newest and most fashionable styles, very cheap. Please call and inspect them.—Late G. A. Barnard's, Richmond Hill, Nov. 28, 1866. 26-4

COMFORT! COMFORT!

A FINE DISPLAY OF

BOOTS

AND SHOES

AT

W. H. MYERS' RICHMOND HILL.

DO NOT FORGET He Sells the Cheapest MEN'S AND BOYS' Boots and Shoes NORTH OF TORONTO Richmond Hill, Nov. 20, 1866.

STRAYED.

CAME into the premises of the subscriber on Lot 31, 4th concession Markham about the 1st July last. A YEARLING HEIFER! The owner is requested to prove property, pay charges and take her away. J. GORMLEY. Richmond Hill, Nov. 20th 1866.

MRS. W. H. MYERS,

WILL OPEN HER New Millinery Show Room!

on Saturday Morning, the 21st inst., With the most extensive Stock

Straw & Felt Hats, Skating Hats, Ladies' Bonnets, Feathers, Ribbons, Flowers, Velvets, Vails, &c. &c. Ladies' Bonnets & Hats Trimmed and Altered In the latest style, and on the most accurate Richmond Hill Nov. 23 '66

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Christmas & New Year's Sale! Ten per cent off for Cash during the month of December, TO PURCHASERS OF Books & Fancy Goods for Gifts and Presents. Scott's Book Store, Richmond Hill.