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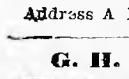

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We, the undersigned, do hereby certify that Wm. Mumford Clarke has this day successfully passed his first degree in Music, and therefore he shall be classed as a Professor.

Signed { W. F. C. BATCHELOR, M. D.
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London, Eng.

Richmond Hil April 30th. 3m.

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Public Meeting.

On Monday evening last, Dec. 7th, a public meeting of the citizens of this village was held in the Council Chamber for the purpose of taking into consideration the estimates furnished by the engineer of the Northern Railway for the proposed branch to connect Richmond Hill village with Richmond Hill station.

On motion, Mr. W. Pugsley (Reeve) was called to the chair, and Mr. M. Teefy acted as secretary.

The chairman opened the proceedings by reading the correspondence and estimates received from the managing director of the Northern Railway. The estimates went to show that the right of way could be bought, and the road could be built and put in good running order for the sum of $26,145.

A lengthy discussion then took place, in which many of the prominent citizens joined.

In answer to a question by Mr. I. Crosby, the chairman said that no guarantee was given that the Northern R. R. Co. would assume control of the branch if it were built.

Mr. Andrew Newton thought that if good terms could be made with the Northern, and a substantial bonus be received from Markham, Vaughan and Richmond Hill, a private company might be formed to raise the balance, and if properly handled might prove a good investment.

Mr. J. K. Falconbridge suggested that before the village made an offer of a bonus, it be ascertained what amount Markham and Vaughan townships and the Northern Company are likely to give for the construction. He had his doubts as to whether a railroad would be a benefit to the village, as it often proved a check to their prosperity, and instanced Maple and Holland Landing as examples. He had an idea that the estimate was too low, and did not think the road could be built for $6,500 a mile.

Mr. J. Brown said he did not wish to throw cold water on the undertaking, but did not wish to be taxed too heavily. He thought that the township of Markham should give a liberal bonus as it would be the means of establishing a good grain market for the produce of farmers of the west part.

The chairman thought that both Markham and Vaughan would feel it to be to their interests to give a liberal bonus.

Mr. B. Redditt said he believed the estimates could be depended upon, and explained why the branch could be built cheaper than ordinary roads. In the first place, the right of way would be only half the width generally used. The rails could be got from the company at $15 per ton. The road being short no water tanks, nor scarcely buildings of any kind, would be required. A good part of the right of way would be given free of cost. The rolling stock, such as passenger and frieght cars, would be furnished by the company free. And a suitable engine could be purchased for about $2,500.

Dr Wilson thought if a railroad were obtained property would rise in value, otherwise it would depreciate in value.

It was suggested that $5000 be raised by the village as a bonus. Another suggestion made it $10,000.

After some questions in reference to the taxes, Mr. Skeele thought he could pay his share of $10,000.

Mr J. Palmer advised those who wished to kill the railroad to vote for a bonus of $5,000, as that would settle the matter at once, as for himself he was prepared to support a bonus for twice that amount.

The following was then put to the meeting:—Moved by Mr Brown, seconded by Mr. McConaghy, that the municipality of Richmond Hill raise a bonus of $5,000 to assist in building a branch railway from the village to connect with the Northern at Richmond Hill depot.

Moved as an amendment by Mr. P. G. Savage, seconded by Mr. W. D. Powell, that the bonus be $10,000. The amendment was carried, Mr. McConaghy voting against the original motion.

A committee consisting of Messrs. W. H. Pugsley, Andrew Newton, W. Trench, J. Brown, J. Palmer, B. Redditt and I. Crosby was appointed to wait on the Councils of Markham and Vaughan townships, and ascertain what bonus they will be willing to grant.

After a vote of thanks to the chairman the meeting adjourned.

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FARM FOR SALE!

Rear half of lot 25, 2nd Con. Vaughan, containing 100 acres more or less. There is erected on the premises a plank house 36x26 and kitchen and woodshed. Barn 60x40, with stable under it. There is 87 acres cleared and in a good state of cultivation. Terms moderate. For particulars apply to

WM. TRENCH, Richmond Hill,
or to JAS. DUNTON, Proprietor,
Oct. 29th-3m. Britania P. O.

The York Roads.

To the Editor of THE LIBERAL:

SIR,—I have never been able to see the utility of so much hoeing on the York Roads, or why a stone road should be hoed any more than a gravel road. The surface of a gravel road grinds up much the same as one composed of broken stones. No one thinks of scraping the centre of a gravel track off as fast as it gets fine and muddy. Yet many thousands of dollars are every year spent in hoeing the centre off the York Roads. Have the members of our York County Council ever taken time to think this matter over? I think that this continual hoeing destroys the road. It makes it hollow in the centre. I have seen the water dammed up in the centre during this fall so as to form a small slough. I would say, "keep the centre full, put all on and take nothing off, and the centre will become full and crowning, so that dirt will wash off in wet weather and blow off in dry weather." If the elements will clean the road why should the County pay out about four thousand dollars a year for scraping them? And bear in mind, the loss is not in wages to the hoers only, but they hoe off valuable material. They hoe off a good deal of good broken stone. They hoe off much stone that is only just ground to the fineness of fine gravel, and some that is completely into sand. Now, all this material is valuable to the road centre. It raises it up; it forms a smooth surface. It keeps the holes full; it cements the new layer when put on. Therefore, I say that the loss is not only the men's wages, but the road is worn out, made rough and kept constantly rickety and needing repair. The fine material is hoed out of the hollows, and heavily loaded teams go banging along and pound the road up.

The road has cost fifteen hundred dollars a mile one year after another next the city. (See report for 1877.) Hoeing can be very easy, and there is money in it for the road men. They are allowed to do as they like, and of course they work for their own interest. How do they do? Scrape all clean off the road when it is hard and dry, when the ground beneath is baked and the surface of the road is at its hardest, and when the teaming is at its heaviest. The conditions are now made as favorable as possible for crushing the new layer, which rolls about a hard surface below and heavily weighted wheels above, and as a consequence the new layer soon passes into sand, which, with some droppings from the horses and mud brought upon the road, after the next rain forms an excuse for another hoeing. Consequently, on the York Roads is practised a system of doing and undoing, which may be expressed in two words:—"Grind and hoe." We have a book road maker for a superintendent, and I cannot see that a book road maker is any better than a book farmer, who practises no common sense.

You may say, then how would you do? I would manage the road as Mr. Parnham does his road from the Holland Landing to Bradford. Do no hoeing, put on the stone when the road was soft and needed holes to be filled. In this no raking, picking off and constant pottering and tinkering, and putting in time to make wages is needed.

You will ask: Why don't Mr. Stokes, our superintendent, do as Mr. Parnham does? Answer: Mr. Stokes dips into our pockets, while Mr Parnham dips into his own. Mr. Stokes draws out $1,500 a mile per annum, while Mr. Parnham draws out less than $100.

Yours, truly,
OBSERVER.

Richmond Hill, Dec. 9th, 1885.

Some persons have periodical attacks of Canadian cholera, dysentery or Diarrhœa, and have to use great precaution to avoid the disease. Change of water, cooking, and green fruit, is sure to bring on attacks; To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medicine in the market for all summer complaints. If a few drops are taken in water when the symptoms are noticed no further trouble will be experienced.

School Reports.

Honor roll of Concord School for the month of November:—

IV CLASS.	SENIOR III.
1 Rolph Page,	1 Thomas Gordon,
2 Wm. Cooper,	2 Isaac Bennett,
3 Kate Enright,	3 Nelson Smellie,
4 Lewis Oster.	4 Robert Dean.

JUNIOR III.

1 Agnes Madden,
2 Martha Oster,
3 Thomas Bowes,
4 Laurence Brown,

II CLASS.	I CLASS.
1 Ida Teasdall,	1 John Ellis,
2 Ada Bennett,	2 Agatha Kefler,
3 Beatrice Sm[illegible],	3 [illegible] Keffer,
4 Wm. Rodd	4 Manuel Bowes.

[illegible]NG, Teacher.

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—AND—

DRESS MAKING.

MISS KEATING,

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Richmond Hill, April 30th. 3m.

PRIZES! The publishers of the MONTREAL "WITNESS" are celebrating their FORTIETH ANNIVERSARY by an offer which is of unusual value to their subscribers, and which is well calculated to lead an enormous number to have their names added to the already splendid subscription list. The "Witness," of itself, is too well known to need recommendation here. Its fearless and intelligent editorials, its freedom from impurity, its enterprise in the matter of news (the superiority of which was admitted on all sides during the Riel Rebellion), its invaluable Question and Answer Department (in which the highest professional authorities give information on almost every conceivable subject), its stories of intense interest, its Ladies' Department and Children's Corner,—go to make up a paper which cannot be equalled. For a year's subscription ($3.00 for the "Daily Witness," and $1.00 for the "Weekly Witness") the paper will be sent until the 1st of January, 1887. And every subscriber (including present subscribers who renew before their subscriptions run out), will also receive, FREE, one of our splendid

ANNIVERSARY PICTURES.

These "Beauties of the Oleographic Art," as they are well described, consist of three most charming subjects, beautifully executed in tasteful colors; and are produced for the "Witness" publishers by a well-known Art Publishing House in London, England. They are entitled "Little Barefoot," "Nobody Asked You!" and "Their Foster Mother." Specimen copies will be on view in our Agencies. Everybody who sees them wants them. We will send sample copies of our papers containing descriptions of the pictures; and blank forms for subscriptions containing full particulars of this and other offers, to any address, on application.

Every one who sends one, two or three new subscriptions, along with his own, will receive any TWO of the pictures. Every one sending four or more new subscriptions with his own, will receive THE THREE pictures. No other offer can even compare with this. And Anniversary Pictures will not be given or sold to any but subscribers. The demand will be necessarily so heavy that we must strictly follow the rule, "FIRST COME, FIRST SERVED." Therefore, send your subscriptions to JOHN DOUGALL & SON, MONTREAL,

NOW!

N. B.—For particulars as to prizes to be given for stories about the ANNIVERSARY PICTURES, see the "Witness."

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