

Business Directory.

Dr. JAMES LANGSTAFF, Richmond Hill. JOHN GRIEVE, Clerk Third Division Office. JOSEPH KELLER, Sheriff and Third Division Court Office.

G. A. BARNARD, Importer of British and American Dry Goods. CHARLES DURRANT, Importer of British and Foreign Dry Goods.

P. CROSBY, Importer of British and Foreign Dry Goods. JOHN McDONALD, Chemist and Druggist.

THOMAS SEDMAN, Carriage, Waggon & Steigh Maker. J. W. GIBSON, Boot and Shoe Maker.

WARD & McCUSLAND, House, Sign and Ornamental Painters. THORN HILL, All kinds of Mixed Paints.

WILLIAM HARRISON, Saddle and Harness Maker. JOHN COULTER, Tailor and Clothier. JAMES NEWTON, Tanner and Currier.

HENRY SANDERSON, Veterinary Surgeon. RICHMOND HILL HOTEL, Opposite the Post Office.

VICTORY HOTEL, And Masonic Hall. THE WHITE SWAN, Inn and Livery Stables.

THORN HILL HOTEL, Good Accommodation for Travellers. J. W. MILLAR, Importer and Dealer in Gold and Silver.

Toronto and Richmond Hill Advertiser. York Ridings' Gazette, AND RICHMOND HILL ADVERTISER.

WITH OR WITHOUT OFFENCE TO FRIENDS OR FOES, I SKETCH YOUR WORLD EXACTLY AS IT GOES.—Byron.

Vol. 1.

RICHMOND HILL, FRIDAY, AUGUST 28, 1857.

No. 12.

J. K. FALCONBRIDGE, Richmond Hill.

Importers of British and Foreign Dry Goods, Groceries, Wines, Liquors, Hardware, Glass, Earthenware, &c., &c., &c.

DAVID ATKINSON, AGENT FOR

Darling & Aitchison's COMBINED MOWING AND REAPING MACHINES, RICHMOND HILL.

Richmond Hill BAKERY, C. E. PERRY.

Returning thanks to the kind friends of Richmond Hill and vicinity for their past patronage, would also inform them that he is now prepared to supply them with every article in the line, on his usual liberal terms.

CHARLES E. PERRY, Richmond Hill, June, 1857.

MESSRS. J. & W. BOYD, Barristers, &c., NO. 7, WELLINGTON BUILDINGS, KING ST., TORONTO.

Boarding and Day School FOR YOUNG LADIES.

MRS. & THE MISSES CAMPBELL, CONTINUE to give instruction in the usual branches of a solid and useful English Education.

IF YOU WANT CHEAP Dry Goods and Millinery, Go to R. Cathron's, 82, Yonge Street, Toronto.

CLYDE HOTEL, KING STREET EAST, TORONTO. JOHN MILLS, Proprietor.

Bottled Ale Depot, 65, YORK STREET, TORONTO, C. W. MORRISON, Agent.

W. C. ADAMS, DOCTOR or DENTAL SURGERY, 66, King Street, East, Toronto, C. W.

Particular attention given to the regulation of Children's Teeth. Consultations Free, and all Work Warranted.

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No. 49, King Street, 4 Doors West of Bay Street. Dealer in Paper Hangings, Decorations, &c.

GO TO MORPHY BROTHERS FOR GOOD Watches, Clocks, Jewelry, Melodeons, &c.

ROBERT J. GRIFFITH, FLAG, Banner and Ornamental Painter, Elizabeth Street, Toronto.

Original Poetry.



JENNET.

FOR THE "GAZETTE."

The glossy curls of her auburn hair Waved with a light breeze o'er her bosom fair, She sang the loved song of her native glen...

The bright herald of day had just sunk in the west, And the zephyrs of eve spread their sweets on the blast; From blossoms that shaded fair Jennet's green bower...

THE "GREAT EASTERN."

BY G. ADAMS.

"And God said unto Noah, Make thee an ark of gopher wood; rooms shalt thou make in the ark, and shalt pitch it within and without with pitch."

Reducing these measurements to feet, the ark presents us with a vessel 450 feet in length, 75 feet in breadth, and forty-five feet in depth.

The last remark has been true from the days of Noah to the present summer; but is likely to be true but a few days longer.

I have seen the sun set on her golden plains, And have walked abroad through her rich domains.

I have seen the beauties of other lands, And gazed on the coral of India's strands; So much of the beautiful I've seen, That I cannot retrace where my steps have been.

I have mingled in balls and masquerades, And have met with fair and beautiful maids; But insensible still my heart remained.

To my native land its links were claimed, Till first I gazed on the fair smooth brow, And heard the sweet voice I have listened to now.

Then, layly then, were fondest feelings stirred, In this bosom, to her it long hath I've seen, And only with thee have I happy been, Since that sad heart-rending parting scene.

And what was it endeared thee to me, fair dame? It was not thy beauty, nor yet thy proud name.

But that thou didst ever welcome me, With that same sweet smile and fond courtesy, That she who in years long passed away; Was wont to do on each happy day.

It was not thy skin of pure snowy white, Nor thy hair of fairest auburn light; For she is dark and her hair is the shade Of the locks of the Indian's darkest maid.

It was not thine eyes of sweet-moist blue, For hers are the brightest and darkest hue, But the tones of thy soft voice sweet and clear, Sounds like the voice of my Ellenor dear.

Lady, if time would permit me to dwell, I could stay for hours with thee and tell The history of my life now past, My sorrow and joys too bright to last; But at sunrise I'm bound for that lov'd strand, Where Ellenor lives, my own native land.

Then adieu to thee fair one I never shall forget, The blest hours I have spent in this bower with Jennet.

Elate with bright hope all past grief is forgot, Like a meteor's quick flash he's away from that spot. The home of his boyhood he flies to o'erjoyed; But, alas! time loved places had changed and destroyed; His beautiful brunette was woo'd by another, And mixed with the gay as the bride of Lord Dover.

And that long loved image he treasured for years, Insipid to him and all coldness appears; Then sadly he thought of the sweet pensive maid, Whose affection he won in the green cedar shade;

From whose fond gaze he vanished so heartless away, The night she played for him his favorite lay, And his heart was o'erwhelmed with woe when he thought Of what grief in that bosom and anguish he wrought.

And the love that had partly existed before, Sprung into new life in his beating heart's core, And he vowed he would fly to that fair girl's bower, Where he oft had spent many a blest happy hour.

plying between Liverpool and the ports of Boston and New York, bearing the immense measurement of five thousand tons. One would think that here the ultimatum of hugeness had been attained. But no; a craft manifold more huge and wondrous is forthcoming, alongside of which the largest ship afloat is but a "circumstance."

The tonnage of the Great Eastern will be nearly five times that of the largest ship besides in the world! Her measurement will be about twenty-three thousand tons—or eighteen thousand tons more than any other vessel.

It would be somewhat curious to glance at what this strange ship would bear up, provided the articles could be placed upon it. It would float, for example, all the buildings of a middling sized New-England village, or it would bear up comfortably all the good people of Brooklyn; which people, if they were to stand hand to shoulder, in order of prison, would form a column of humanity reaching a distance of ninety miles; or from New York to Philadelphia.

Or this ship would not sink under the burden of seven thousand full-grown elephants—which, if they were to stand head to tail would form a line of twenty miles in length. Or it would carry twenty thousand large oxen—making a row of thirty miles; or one hundred and fifteen thousand full sized porkers, reaching in the same order, the distance of a hundred miles.

This wonderful ship is constructed of wrought iron, of which sixty thousand superficial feet were requisite for the hull. The weight of this iron was eight thousand tons, and, if spread out on a plain surface, would cover nearly one and a half acres. To secure this iron firmly to its place, required three millions of rivets.

But how is such a stupendous vessel as this to be moved? In the first place, two steam arrangements are to be brought into requisition.

1. Paddle engines of fifteen hundred horse power, which will work paddle wheels of fifty six feet in diameter, and about one hundred and seventy feet in circumference.

2. In addition to these tremendous paddle wheels, there will be a screw propeller in the stern of the ship of twenty-four feet in diameter, and which will be worked by other engines of eighteen hundred horse power.

Thus the total power of the several engines will be equal to that of thirty-three hundred horses—which power, when necessary, can be increased to that of five thousand horses.

Thus there will be available for driving this mammoth ship through the seas, a power like that of a team of horses extending, two abreast, a distance of about five miles in length, and every horse in steady and equal draft.

Nor is this all. In the second place, in addition to this inconceivable force, the ship is to be provided with an appendage of masts and sails somewhat corresponding with the figures already noticed. Instead of three masts, the usual number even for the largest vessels, this craft is to have an array of six or seven masts, all of which are to be of hollow wrought iron, except the hind mast or mizen-mast, which is to be of wood, and off which, at the height of eighty four feet above the deck, will be placed the compass.

The sails that will overspread these masts, are to contain no less than six thousand five hundred square yards of canvas—an amount of cloth, which if spread smoothly out, would cover an acre and one third of ground. Imagine the force of the wind on such a surface of canvas erected in the air, and you will have an idea of the propelling power of the sails alone.

We should decidedly err, however, if in summing up the whole propelling force of this ship, we were to add that of sails or wind to the steam power; for it will not be forgotten that, on the supposition of the ship's going before the wind, or nearly so, the greater the speed of the engines, the less will be the force from the wind. Hence, if its steam power is, under such circumstances, driving this wonderful ship through the waves at the rate of twenty miles an hour—about its ordinary speed, it must be a very brisk wind from behind that would affect the sails at all so as to help to propel the vessel.

Thus, from all ordinary winds of the same direction with the ship's course she will actually run away, and produce along its far-reaching deck, a wind in the opposite direction—so that its vast canvas will be of no use, but a damage rather, whenever the wind is going with the ship, unless such wind

approximates in swiftness that of the cars away upon the strong career.

The furniture and accommodations of this ship are marvelous, and in keeping with the rest of the arrangements. The rigging will be of iron instead of hemp, and the large shrouds will be about wise inches in circumference.

She will carry twenty large boats upon her deck; and, in addition, two steamers, each 100 feet in length, will be suspended, one from each paddle-box. Both of these steamers will be about several tons burden, and they will be kept, in all respects, perfectly equipped for sea, and will be lowered into the water and raised again by auxiliary engines, and will be used for embarking and landing passengers and their baggage. Of passengers there will be accommodations for four thousand; or if the vessel be ever employed in the transport of troops, she will carry an army of ten thousand men!

The announcement of this wonderful ship is the announcement of a new lesson touching the skill and enterprise of man. We begin to ask, What cannot man do! How astonishing the power wherewith he is endowed! He seems capable of playing with the awful ocean as with a little thing. He contemplates a fight through its waters like that of a strong-winged bird through the air; and he is about arranging to transmit language and thought from continent to continent, just as if no vast world of waters lay between.

Also the announcement of this sublime craft is an announcement of a great step forward in the world's progress—it is the harbinger of a new era in civilization. This ship will draw England's vast and scattered empire as if into a single continent. She will rush through the great semi-circle and touch India and the Antipodes in thirty days. She will bear England's laws, and literature, and civilization, and religion over the sea more swiftly than the winds of heaven!—Ladies' Repository.

BE CAREFUL WHAT YOU SAY TO PRINTERS.—Not long since a promising citizen, on familiar terms with a printer, on opening his morning paper, read to his astonishment, his own name in the following connection: "Died—at his residence in this town, yesterday, Mr. —, aged —, a promising citizen, and much lamented."

Not being convinced of the truth of the statement with all speed he repaired to the office to ascertain the truth of the deadly libel. "What! you here?" said the typo, "did you not say that if you lived, you would fulfil your promise last night? You must be in error, sir. If you are a man of your word, you must have died. Go home and be buried." The man having been thus reminded of his remissness, has never since forgotten his promise to the printer.

He was better pleased with the joke when he learned that his death was only inserted in the copy which was sent to him.

WORTH KNOWING.—1 lb of green copperas, costing 7 cents, dissolved in one quart of water, and poured down a privy, will effectually concentrate and destroy the foulest smells. For water-closets aboard ships and steamboats, about hotels and other public places, there is nothing so nice to cleanse places as simple green copperas dissolved; and for sick rooms, it may be placed under the bed in anything that will hold water, and thus render an hospital, or other places for the sick, free from unpleasant smells. For butchers' stalls, fish markets, slaughter houses, sinks, and wherever there are offensive putrid gasses, dissolve copperas and sprinkle it about, and in a few days the smell will pass away. If a cat, dog, rat or mouse dies about the house, and sends forth an offensive gas, place some dissolved copperas in an open vessel near the place where the nuisance is, and it will soon purify the atmosphere.

Sir Walter Scott told a story of a placed minister near Dundee, who in preaching on Jonah, said:—"Ken ye, brethren, what fish it was that swallowed him! Aibins ye may think it was a shark? Nae, nae, my brethren, it was nae shark. Or aibins ye may think it was a saumon. Or aibins ye may think it was a dolphin. Nae, nae, my brethren, it was nae dolphin. Here an old woman, thinking to help her pastor out of a dead lift, cried out, "Aibins, Sir, it was a dunter," (the vulgar name of a species of whale common to the Scotch coast.) "Aibins, madam," was the reply of her ungrateful pastor, "ye're an auld witch for takin' the word o' God out of my mouth."

Miscellaneous Items.

...The potato crop in the South of England, is said to be greatly infected already with the old disease, the rot.

...The population of Ireland in 1841, was 8,175,238; in 1857, 7,047,492. Decrease in sixteen years, 1,127,746.

...The receipts of the Great Western Railway Company for the week ending 14th of August, were \$36,499, being \$7,166 less than the receipts of the corresponding week of last year.

...MONSTER SNAKES.—Thomas Pell killed two large black snakes a few days ago, on Lot No. 9, 8th concession of Trafalgar. One of them measured 5 1/2 feet long and 5 inches through; the other 6 1/2 feet and 6 inches in diameter.—Halton Journal.

...A correspondent of the New York Tribune asserts, that the trick undertaken by Mrs. Cunningham was successfully performed by her sister Sarah in 1827, and that another sister aided and assisted in the fraud, her own illegitimate offspring being represented as Sarah's child by her deceased husband.

...A coffin was landed with due ceremony at Plymouth, England, from a vessel which had just arrived, and carried with becoming gravity to the railway station, without, of course, the interference of the police or the Custom House officers. The coffin was filled with cigars! Not the first coffin filled by the cigar business!—Uncle Toby.

...We have news from the Cape of Good Hope to the last of June. From the 5th to the 14th there were tremendous gales on the coast. Ten large vessels and a larger number of small vessels were wrecked. Letters from Kaffirland mention the extreme distress to which the Kaffir tribes have been reduced by the cattle killing mania, to which they have fallen victims.

...We have to record the death, at the advanced age of 101 years, of Mr. Benjamin Peckard, formerly of Niagara Township, but who for several years past had resided near Paris. Mr. Peckard was one of the few remaining U. E. Loyalists and the last survivor of the famous corps of Butler's Rangers, in which he served as a drummer through the American Revolutionary war.

...A Quebec paper says:—"On Tuesday afternoon, private Timothy McCarthy, of the 17th Regiment, having by some means or other got on the ramparts of the citadel above what is called the 'broken ground,' and having laid down there, fell asleep. A fatigue party of the regiment who were working under the place, observed the man awake, apparently unconscious of the dangerous situation which he occupied, and stretch himself. The act of doing so set his body in motion, and he rolled down the slope of the parapet, and fell over the bastion wall at the feet of the men working below. He was immediately carried to the hospital, but the injuries he received were so complicated and severe that he never became sensible, and expired on the following morning. We understand that this poor fellow had written to England for his wife to come out and join him here, and he was expecting her arrival every day. A sad welcome awaits her when she does come."

...AMERICAN SUMMER RESORTS OUT OF REQUEST.—By the following extract from the Montreal Transcript of last week, it is evident Montreal Hotel keepers are reaping a harvest from pleasure seekers:—"American travel has at length commenced. Our city is full of strangers. There were upwards of 150 arrivals at the St. Lawrence Hall, on Wednesday; the Donegana is quite full, so is the Ottawa; and the Montreal House has sent the guests whom it cannot accommodate, to lodgings procured for them in other establishments throughout the city. We need scarcely say that our retail stores, and places of business, are having a large run. Cabs, carriages, and other come-at-able vehicles, are in great request. We notice among the arrivals at Coleman's the following notables, the Hon. W. H. Seward and the Hon. Preston King, U. S. Senators, from New York; the Hon. Francis P. Blair, of Maryland, and the Hon. T. E. Spinner, member of Congress, from New York."

...VIOLENT ATTACK UPON WESLEYAN MINISTERS.—On Monday evening, as the Rev. Messrs. Hurst and Ramsay, two Primitive Wesleyan ministers, were returning from conducting a religious service in the neighborhood of Sany-row, they were grossly assaulted by a savage mob of Roman Catholics. These reverend gentlemen were accompanied by three office-bearers in their church, and when they were observed by the denizens of "The Pound," they were at once set upon. Stones were hurled at them, and when they endeavored to escape from their savage assailants, they were beaten and attempts made to give them "the foot," as it is termed, and thus lay them prostrate, and at the mercy of the mob. Fortunately the ministers and their companions managed to escape, two of them being very much injured. We hope that some of the parties who dared thus to maltreat Protestant ministers in the streets of Belfast, will be made amenable to the law, and suffer the punishment due to their crime.—Belfast News Letter.