

POSTAGE ON NEWSPAPERS.

From the Globe. Mr. Postmaster General Smith, has presented his resolutions, reimposing a tax upon the transmission of newspapers. He proposes to charge one cent each upon all newspapers sent by mail, excepting only ordinary "exchange papers," being more than any regular rate exacted since 1854.

The present movement of the Government, then, is a retrograde movement. It brings back discarded shackles upon the newspaper press, and levies a tax upon the diffusion of knowledge, which will be felt most heavily where it should be least known. In the absence of postage, the newspaper circulation has increased immensely. The people and the publishers have been equally benefited.

The proposed tax, amounting on the year to three dollars and twelve cents upon non-resident daily subscribers, and to twenty-six cents upon every weekly, is excessive. No minister would think of adopting such rates; but one who desires, under the cover of financial necessity, to strike a blow at the prosperity and usefulness of newspapers. If a tax must be levied, the computation system of Mr. Malcolm Cameron would be preferable; whilst we believe that its revenue results would be at least equal to those likely to accrue under Mr. Smith's tax.

We repeat, therefore, that the plea urged by Mr. Smith for the tax is a mere excuse. His desire and his interest are, to lessen the influence of newspapers. To accomplish this purpose, he is indifferent to the losses that will fall upon publishers, or the inconvenience that will be experienced by rural readers.

RESOLUTIONS.

On certain matters connected with the amendment of the Post Office Laws, to be moved by the Hon. S. Smith, Postmaster General:

1. That it is expedient that the principle should be kept in view, as closely as possible, of raising from the postage charges, a revenue sufficient to defray the cost of the Postal Service; and the revenue to be derived from the existing three-pence per half ounce letter rate does not and cannot yield a self-sustaining revenue to the Post Office—whilst it is not expedient to increase that rate.

2. That the letter postage collections being insufficient to maintain the Postal Service, it is not expedient that the Post Office Revenue should be diminished by the transmission of free matter by Post—other than the correspondence of the Legislature and Executive Government, on which a charge would be nominal as a source of revenue.

3. That during the last year an estimated number of ten millions of newspapers were sent free by post in Canada.

4. That, previous to 1854, all newspapers were liable to a postage rate of one-half penny each, and it is expedient to revert to the principle in force prior to 1854, and impose a charge not exceeding one cent each on all such newspapers sent by Post in Canada, save "Exchange Papers" addressed to the Editors and Publishers of newspapers, as the Governor in Council may determine.

5. That to promote simplicity and economy in the business of the Post-office, all letters posted in Canada should be prepaid, and that to enforce pre-payment, letters posted unpaid for any place within the Province shall be charged seven and a half instead of five cents per half ounce on delivery, and on letters posted for the British Provinces, or for the United States when not prepaid, such addition to the ordinary rate, not in any case exceeding a double rate, as the Postmaster General may agree upon with the Post Office Authorities of those countries for the purpose of enforcing pre-payment, and that in order to adapt the operations of the Post Office to the Decadal Currency, it is expedient that the internal letter rate be changed from three pence to its equivalent of five cents per half ounce; the charge for advertising a dead letter from three farthings to two cents; the charge for returning a dead letter to the writer from one penny to three cents, and that in all cases where a one-half penny or penny rate is chargeable, and those rates be changed from one cent and two cents respectively.

6. That parcels other than letters and not containing letters, sent by Parcel

Post, shall be liable to such charges for conveyance and to such regulations as the Governor in Council shall from time to time see fit to make.

7. That malicious or willfully to destroy or delay any parcel sent by Parcel Post, shall be a misdemeanor.

8. That to enclose a letter or letters in a Parcel, posted for the Parcel Post, shall be a misdemeanor, and to enclose a letter, or writing, or written marks to serve the purpose of a letter, or other enclosure or thing, in a newspaper posted to pass as a newspaper at the reduced rate of postage applicable to newspapers, shall, save in the accounts and receipts of newspaper publishers which are permitted to pass folded within the newspapers sent by them to their subscribers, shall be a misdemeanor.

9. That the Post Master General shall not be liable to any party for the loss of any Parcel sent by Parcel Post.

TO CORRESPONDENTS.

No Communication of a purely personal character, and having no bearing on the general interests of the community, will be published in this paper. Communications, however, on all interesting subjects will be thankfully received and willingly inserted. To insure attention, Correspondents must send their names and write in a legible hand. Let each communication be as brief as the nature of the subject will allow.

The York Herald.

RICHMOND HILL, APRIL 7, 1859.

TO CORRESPONDENTS, &c.

We mentioned in a former number of the York Commonwealth, that we had assumed the sole proprietorship and management of that Journal. We also stated that it was our intention at any early period to change the title of our sheet, in conformity therewith with that declaration, we this week issue the first number of The York Herald. We take this opportunity of expressing our acknowledgments to our kind friends for the increased support we have received, and the interest taken in our newspaper since we commenced. We hope by strictly adhering to our principles, as enunciated in our prospectus, to deserve a continuance of that patronage extended to us already. The York Herald will continue to pay the strictest attention to, and give careful reports of Municipal matters, as well as local affairs generally—drawing attention to irregularities in a spirit of kindness, and with a sincere desire to improve our localities.

GREAT WESTERN RAILWAY AND THE LATE TRAGEDY.

We need scarcely offer an apology to our readers, for laying before them the finding of the jury in this fearful case, with other important details as published elsewhere. Upon carefully looking over all the evidence, which was given before the coroner, we have a sorrowful impression on our minds that want of ordinary engineering superintendence (notwithstanding the attempt to smooth it over) has been the prime cause of such a fearful sacrifice of human life. When we recollect that this is the third accident of the kind, one of which the Desjardines bridge catastrophe is more or less chargeable to the negligence of the company also, we may shudder indeed. We do not think such a loss of life consequent on the breaking down of the bridge could be paralleled in the annals of Railway casualties. We have scarcely had time to recover from the dismay resulting from our recollection of the horrid details of that lamentable affair, ere our feelings are enlisted on behalf of the unhappy sufferers in the late calamity. We should scarcely deem ourselves justified in raking up such unpleasant reminiscences of railway recklessness (as we perceive the press generally speaking have dealt very severely with the company already) were it not that our attention has been attracted by statements published, with the signatures attached (as a guarantee of their authenticity,) which, if only true by one half, we can arrive at no other conclusion; than that the charges laid at the door of the Custom's authorities, and the Company's employees will place their conduct in a most atrocious light. We have travelled on the Great Western Line ourselves frequently, and on one occasion were witnesses to a scene unpleasant, and really dangerous, for which there appeared to be no redress—a scene rather exciting merriment in the servants of the company than otherwise, but which might have eventuated seriously. We mention those things not from any bad feeling to the Western, but hoping that by enquiry they may probe out all the facts, and apply a remedy. We have heard some discussion about the Northern Railroad, and the danger of travelling by that line, but we think it will contrast very favorably in respect to human sacrifices with any other railway

undertaking in Canada. We do not remember any accident occurring on that railroad involving a loss of life that was not caused by the obstinate carelessness of the party themselves. We publish newspaper extracts with the details spoken of, we shall be very glad to place them at the disposal of the Directors, with any other particulars required. We think it their bounden duty to set the public right on these matters. Their undertaking is a vast and trying one, requiring a great expenditure of energetic and vigilant appliances, inseparable from difficulties in its prosecution, successfully and profitably, and moreover, requiring a happy combination to keep it in odour with the public.

STATEMENT OF PASSENGER.

Mr. William Cox, of Philadelphia, who was a passenger on the train, says:—"We stayed on the spot, exposed to the storm till 6 o'clock, when a train arrived from Hamilton, and took us to that place. Such baggage as could be found was also carried to Hamilton, but the railroad authorities would not allow any of the passengers to touch it, and everybody—ladies and children, as well as the men—was obliged to await the arrival of a government officer to inspect the various articles. Some of the gentlemen procured articles indispensable to the comfort of the ladies, by purchasing them at the stores. I procured some shoes in this way for Mrs. Gear; others got some stockings. The Hamilton people appeared very indifferent about the matter, and we got no help from them or the railroad men. At last the government officer arrived, but only in time to give us our baggage."

STATEMENT OF MR. WILLIAM SANBORN.

Mr. William Sanborn, of Darien, Genesee county, says:—"With regard to the conduct of the railroad officials, and the people at Hamilton, Mr. S. agrees perfectly with Mr. C. Mr. M. J. English a driver from Albion, picked out his carpet bag from the pile of baggage at Hamilton, but was not allowed to take it, and had to go home without a change of clothes. Others were similarly served. Mr. Sanborn was fortunate enough to secure his carpet bag at the wreck, and kept it out of the grasp of the authorities altogether, otherwise he would have been in the same predicament."

ANOTHER.

Mr. Homer Sackett, of Avon—He too complains bitterly of the conduct of the people at Hamilton. Having lost his hat in the confusion of the accident, he reached Hamilton bareheaded, and there tried to buy a cap. Nobody would sell him one except at such an exorbitant price, that he refused to buy, and accordingly came on as far as Suspension Bridge bareheaded."

EXTRACTS FROM THE ROCHESTER DEMOCRAT AND AMERICAN.

The officers and employees of the road are much censured. They refused to allow any of the injured passengers to aid the wounded, or even see them. They refused to deliver up the clothing and such articles absolutely necessary to protect the women and children from the cold, until the custom house officers had passed upon them, and finally charged for telegraphic dispatches which they did not send, the line being down. They were also insolent and abusive, and appeared to care very little for the result. Our informants say that complaints were universal at the heartlessness which was every where displayed by the railroad officials.—Buffalo Express.

The following is the verdict of the Jury. "They further find that the point at which the breach has occurred seems to be one of convergence for a large portion of the surface water, which is discharged from about sixty acres of the high table lands to the northward of the Railway. They also find that the means which have been employed for conducting this converging flow of water from the natural basin which it seems to have formed for itself at the base of the Railway embankment have not been sufficient to prevent the water from penetrating it, and thus no doubt directly causing the breach which has occurred. They find that at the point of the breach there is no culvert or drain of any kind through the embankment, and while there is a culvert at a distance of four hundred and fifty feet to the Eastward of quite sufficient capacity and strength to convey all the water which might under any circumstances drain towards it, and a very sufficient channel for such drainage, yet the only danger for the intervening distance is formed simply by the angle of depression of the mountain on the one side, and the Railway embankment on the other. That the natural drainage for about one thousand feet westward is towards the said culvert, but the water instead of running along the said channel has usually percolated through the embankment, except on the occasion of heavy rains, when a considerable portion of it no doubt, has found its way to the culvert. They also find that the decline towards the culvert is very irregular, for, according to levels taken by the Government Inspector, between the breach and the culvert, the greater portion of the descent is within fifty feet of the culvert, and the highest point is at the distance of three hundred and fifty feet, where the rise is 12.77 feet, while immediately opposite the breach the rise is only 10.46, showing a basin of 2 feet 4 inches opposite the breach, which, of course, in cases of heavy rains, would cause a body of water of upwards of 2 feet in depth to lie at this point or find its way through the loose stones at the base, through, or under the embankment itself. Further, it is the unanimous opinion of said jurors, that had there been either a culvert at the point of the breach, or an efficient drain constructed communicating with the existing culvert, the disaster would not have occurred."

YONGE STREET AGRICULTURAL SOCIETY.

The usual annual meeting of this society was held at Mr. Richard Nichols' Hotel, April 6th, 1859. Geo. P. Dickson, Esq., President, in the chair. A financial statement and report of the affairs for the past year, were laid before the society. It was moved by Col. BRIDGFORD, seconded by Robt. MARSH, Esq., that the Treasurer's report and financial statement be now adopted. Carried.

Moved by Mr. G. A. BARNARD, and seconded by Mr. J. PALMER, that the thanks of this society be recorded and conveyed to Messrs. Paterson & Bros., for their very handsome donation of \$16 (back premium awarded to these gentlemen for the year 1858) now granted to the society.

The President, after a few brief observations touching the report and financial statement of the past year, and thanking the society for the support and assistance he had received in the performance of his duties, and more especially from the Committee of Management, resigned his seat.

It was moved by Mr. MARSH, and seconded by Mr. PALMER, that Col. Bridgford be called to the chair pro tem.

Moved by Mr. MARSH, and seconded by Mr. Edw. SANDERSON, that Geo. P. Dickson, Esq., be re-elected president of this society for the present year.—Carried.

Moved by Mr. BARNARD, that Messrs. Henry Jennings and Wm. Sanderson be re-elected Vice-presidents of this society for the present year. Carried.

Moved by Mr. DICKSON, and seconded by Mr. MARSH, that Mr. Barnard be Secretary and Treasurer for the present year.—Carried.

Moved by Mr. E. SANDERSON, that the Committee of Management of last year, with some additional names, be elected.—Carried.

On the President resuming the chair, he expressed his warm thanks for the honor again conferred upon him. In the course of his observations, he expressed a desire, if the funds would admit of it, that a Ploughing Match should be got up in connection with the society. He submitted the matter for the consideration of the meeting. On the sense of the meeting having been taken, on the proposition from the chair, it was decided by a small majority that it was inexpedient for the present year.

Moved by Mr. MARSH, seconded by Mr. PALMER, that the Annual Spring Show of this Society do take place on Tuesday, the 24th day of May next,—being the Queen's Birth Day.—Carried.

The premium list of last year was then carefully revised, and several additional prizes inserted. The Committee of Management having agreed to meet on Wednesday, the 4th day of May next, the meeting adjourned.

We are glad the Society have selected the Queen's Birth Day for their Spring Show. There is a faint probability that the Local Militia may be called out to muster on that day, if so, of course the public will receive timely notice, should the Society think fit to alter the day. We sincerely hope such an useless Governmental requirement as the "Muster" will not interfere.

MUNICIPAL COUNCIL OF THE TOWNSHIP OF VAUGHAN.

The usual meeting of the Council was held on Monday, the 4th inst., at the Town Hall.—Members present—Alfred Jeffrey, Esq., Col. Bridgford, and D. Smellie, Esq.—Mr. Jeffrey, Deputy Reeve, in the chair. Minutes of last meeting read by the Clerk (G. F. Pearce, Esq.) A letter of apology was read from the Reeve, (H. S. Howland, Esq.)

The CHAIRMAN stated that he was instructed by Mr. Brown to tender an apology for his non-attendance, his presence being required at a Plank Road meeting.

The CHAIRMAN enquired at what rate the last investment was made. The CLERK stated that he had purchased debentures at a discount of about 8 per cent.

Petition presented against J. Agar, Path-master. By-law No. 103 read a first and second time.

The Council went into Committee thereon—Col. Bridgford in the chair.

It was moved by Mr. JEFFREY, and seconded by Mr. SMELLIE, that the third reading of By-law No. 103 be postponed until the next meeting, on the 13th inst.

An application was made by Mr. Arksey for a By-law to establish a certain road from the 2nd concession, across lot 43, belonging to Mr. Jesse Bennett.

Petitions from Messrs. Arksey and Bennett, for and against the establishment of the said road, were presented, numerously signed.

Col. BRIDGFORD moved, seconded by Mr. SMELLIE, that the further consideration of the business be postponed until the special meeting of the Council appointed for the 13th inst., to enable them to obtain further information relative to the said road.—Carried.

Several important motions had to be postponed, for want of a full Board, until the next special meeting. The Council adjourned to the 13th inst., at 10 o'clock.

In the proceedings before the Council on Monday last, we were much struck with a strange and unaccountable anomaly, connected with the petitions presented by Messrs. Arksey & Bennett. The prayer of the petition presented by Arksey, solicited the action of the Council to establish a road as a public highway, by sanctioning statute labor thereon. Bennett's petition was diametrically opposed to the other in word and spirit, and called upon the Council not to grant the road, alleging that it was his private property.—(We should state that the ground has been used as a public highway upwards of 40 years.) Strange to say, (and we are at a loss how to explain the absurdity,) both petitions were signed in many instances by the same individuals.—To be sure, a third petition was presented by Mr. Arksey, signed by those parties, explaining the reason they signed Mr. Bennett's memorial. This third document seems to have been altogether overlooked by the Council, otherwise there would, we apprehend, have been no necessity for the instructions given to the Clerk to communicate with the inconsistent petitioners. The whole affair excited a very pointed and warm discussion amongst the disputants, which ended by the Council postponing the case until the next special meeting, when a full board is expected to attend. We decidedly object to these postponements. We observe that several important motions had to be staved off in consequence of the absence of the Reeve. We have heard it mooted more than once that Mr. Howland absents himself when any troublesome or compromising motion is likely to be brought on the tapis. We should be sorry to think so.—We believe his business capabilities are of the first order. We would like, therefore, to see motions of importance dealt with as they come up, and not staved off. The procrastinating practice entails loss of time and trouble on the farmers and others. With respect to the dispute between Arksey and Bennett, we think with the assistance of a friend on both sides, their differences could be easily adjusted. We dislike disputes between neighbors.

We are requested by Mr. Bowman to state that he voted for the resolution giving notice of the intention of the Markham Council to re-establish the By-law that was quashed by Chief Justice Robinson, so that that resolution was not carried by the casting vote of the Reeve as we stated in our last issue.

THE "GRUMBLER."

We strongly advise all our friends to take it—only \$1. We shall designate it the "Canadian Punch." Its wholesome satire, wit, and humour, are not to be surpassed.

ACT TO SECURE MARRIED WOMEN.

A bill has been passed by the Legislative Council, and is now before the Assembly, containing the following among other provisions:—

Every woman already married without any marriage contract of settlement, shall and may, after the passing of this Act, have, hold and enjoy all her personal property not already reduced into the possession of her husband, whether belonging to her before marriage or acquired by her after marriage, and also all her personal earnings and all acquisitions therefrom not already reduced into the possession of her husband, free from his debts and obligations contracted after the passing of this Act, and from his control or disposition without her consent, in as full and ample a manner as if she were sole and unmarried; any law, usage or custom to the contrary notwithstanding.

Every married woman may make any devise or bequest of her separate property, real or personal, of any right therein, whether such property be acquired before or after marriage, to or among her child or children, issue of any marriage, and falling there being any issue, then to her husband, or as she may see fit, in the same manner as if she were sole and unmarried.

PHOTOGRAPHY.—"Before all our railways and telegraph wires are stretched over this land, Photography will be even with the locomotive and lightning. They belong to the same generation of giants, in this age of improvement; and though Photography may lag a little at present, it is only in consequence of a later birth. Its growth and importance will be equal to the other two combined, and the last scratch of its pen will record their decease."—T. ELWOOD GARRITT, Reporter, St. Louis.

THE CULTIVATION OF THE FLAX CROP.

From the Correspondent of the Norfolk News. DEAR SIR—Think my chances of obtaining success this year, and inducing the farmers to extend the growth of flax, are more probable than heretofore, occasioned by the extreme low prices of all cereals, and not only the partial but in many cases the total failure of the bean and pea crop of last year, so that I trust it will prove that your columns have not been taken up with a subject which at this time is wholly devoid of interest, and you will therefore oblige me by giving insertion to the few remarks I desire to make with regard to the cultivation of this valuable and important crop.

To those who purpose growing flax this season, I would most strongly impress upon them, as the first consideration, the importance of selecting and securing the best seed; and a most valuable opportunity is now offered, owing to the large quantity of direct flax seed sown last year, the produce of which will be found to produce a far finer flax than even the first sowing, and at a much less cost, and in all respects the most remunerative. I would, therefore, urge all growers to show only this seed and the flax, if they cultivate the crop for the disposal of fibre and would maintain the establishment of reeves. From the too early sowing of last year a large area of flax was so injured from the frost as to be entirely lost, and sowing again was resorted to—on the first occasion it was in the beginning of March, and the latter the early part of May, which was too late; I therefore recommended the first ten days in March or the first fortnight in April. Early sowing, when the season permits, is most desirable; not only is the fibre stronger and of better quality, but also because the disposal of the crop before the general harvest will be found a great convenience. The quantity of seed required per acre is about one peck. Flax may be grown to advantage upon any soil, with the exception of a light sandy and burning one; the land cannot be too well treated with good manures and must be thoroughly clean, and especially free from lime. The crop requires every attention during its growth, more particularly at the period of the early weeding, for it must be remembered that its good cultivation, cleaning, and proper handling tend considerably to increase its value; this can be fully borne out by the difficulty experienced in cleaning the seed, and the injury I sustain when purchasing the straw, is not free from all weeds and perfectly clean. The necessity of pulling early and by persons who are properly instructed is also of much importance, as in many cases the bargain has been made irrespective of the proper management, and the flax has been greatly injured for the apparent saving of one or two shillings per acre.

Should either landowner or occupier be still prejudiced against its growth, under the impression of its being an exhausting crop, I would here remark that the most convincing of all arguments will be found in observing the crop next in rotation, which has been invariably found to be as good if not the best on the farm, clearly demonstrating that such an objection cannot exist.

This subject will be of no new interest to many of your agricultural readers, as the cultivation of flax in this neighborhood is of some years' standing, and shows a steady increase in the quantity grown, which I hope is a sufficient proof that it has been remunerative, even during the time that corn was selling at high prices, so that it is unnecessary for me to show a detailed money value.

UNPOPULARITY OF PRINCE NAPOLEON.—If we may judge from what we hear on all sides, few Princes have ever succeeded in reaching such a height of unpopularity as his Imperial Highness, and this solely because it is believed that all are completely under his control, and that this control is exercised for fatal purposes. So strong is the feeling I allude to, that in the Senate, all plant as it is, the demand of the addition to the Imperial donation was received in the most ungracious manner possible, and some who once true to the present regime made strong observations on the strangeness of the demand. The Senate will, of course, yield on this as they do on every point; but the feeling will be all the more aggravated that they are called upon to be generous to one so unfortunately so unpopular at this moment. Times Correspondent.

THE WOUNDED BY THE LATE ACCIDENT ON THE GREAT WESTERN ROAD.—Mr. McLeish had been gradually sinking during the last week from the pain and constitutional irritation, arising from his severe injuries. It became at length absolutely necessary to amputate the limb to give him a chance of life. The poor fellow having consented, the operation was performed on Saturday last. He was placed under the influence of chloroform, and Dr. Billings, assisted by Drs. O'Reilly and Roseburgh, removed the limb in a few minutes; he was returned to bed before he had recovered consciousness. The amputation had to be done very high up the thigh, which, added to his weak state, rendered the case more dangerous. Upon waking up, the sufferer expressed his surprise at all being over; thanked Dr. Billings for his kindness and skill, and said he regretted very much he had not consented sooner. Mr. Youker's fractured thigh is doing very well, and Henry Fisher is now quite recovered. Mr. Cook is now fast recovering.

From inquiries we have made, and from communications we have recently received, we are led to believe there is more wheat in the country than some people would have us believe. There are many of our well-to-do farmers in the county of Wellington who have considerable quantities of grain in their storehouses. A correspondent informs us that within a limited area around his residence, in the Township of Erin, there are five or six thousand bushels in store.—Guelph Herald.

LUNCH.—On Saturday afternoon, a trim-built little steamer was launched from Brown & Malcomson's yard, at the port Hamilton. She is about 70 tons capacity, and is intended for the trade between Dundas and Hamilton, and to ply on Burlington Bay. The Mayor of Dundas and a number of ladies and gentlemen were present to witness the launch, and never did craft take to the water more smoothly. When sliding off, Miss McKenzie, daughter of the Mayor of Dundas, dashed a bottle of champagne across the cut-water, and christened the saucy little craft the Valley City, amid the cheers of the bystanders. Subsequently the enterprising builders and owners, the Brothers Malcomson and McTaggart, entertained a goodly number at lunch.—Globe.

The late Lord Kenyon was once listening very attentively, in the Rolls Court, to a young clerk who was reading to him, before several gentlemen of the long robes, the conveyance of an estate; and on coming to the word enuff, pronounced it enow. His honor immediately interrupted him—(Hold! hold! you must stand corrected. Enough is, according to the vernacular custom, pronounced enuff, and so must all other English words which terminate in ough; as, for example, tough, rough, cough, &c.) The clerk bowed, blushed, and went on for some time, when coming to the word plough, he, with increased emphaticness, and with a penetrating look at his honor, called it pluff! The great lawyer stroked his chin, and, with a smile, politely said, "Young man, I sit corrected."

The Pope has sent his benediction of the Duke Calabria by—electric telegraph!

Experiments are being made at Paris to explode mines by electricity. The Imperial Guard is to be supplied in the course of next month with four batteries of the new rifle cannon. The Emperor will, it is said, be present at the trial of the guns at Versailles.

TORONTO MARKETS.

THURSDAY, April 7. Fall Wheat, 7s 9d to 8s. Spring Wheat 7s. Flour superfine \$6 a \$6 25; Fancy \$6 50; Extra \$6 75 a \$7. Bran is worth \$20 to \$22 per ton. Shorts \$24 per do. Barley and rye are quiet and purely nominal, at 3s a 5s per bushel. Oats.—Current price is 2s 10d per bushel. Eggs by the quantity 12c a 13c and retail 15c per dozen. Poultry is scarce, and 3s per pair has been said for chickens. Potatoes are scarce at 65c a 75c per bushel. Apples \$5 per barrel. Butter is scarce and wanted at 26c a 27c per lb. Cheese—\$11 a \$12 per 100 lbs. Hay—\$12 a \$18 per ton. Straw \$7 a \$9 per ton.—Globe.

New Advertisements.

NOTICE.

Proposed new By-Law for re-establishing the School Sections in the Township of Markham.

WHEREAS, by a judgment obtained in the Court of Queen's Bench, Hilary Term, 1859, in the case of HAACKEE vs. THE MUNICIPALITY OF MARKHAM, the By-Law of the said Township numbered 77, and intimated, "A By-Law to re-establish and form new School Sections," has been quashed, and whereas the said judgment set forth "that the By-Law having been generally considered as illegal, has not been enforced or acted upon, that it did not properly define the limits of the school section; that the inhabitants of the old section, 16, have always since gone on acting under the old law, and raising rates accordingly, without regarding the new divisions, which assigned various portions of it to other sections."

And whereas many of the reasons set forth in said judgment for quashing said By-Law are unfounded in fact—1st. The statement that the By-Law was generally considered as illegal, and that it has not been enforced or acted upon, is without foundation; but, on the other hand, it was generally considered as legal, and has been acted upon in good faith, in every School Section in the Township, during a period of three years and upwards.

2d. The statement "that it did not properly define the limits of the School Sections," although this may be true in a strictly technical sense, yet, practically, it had occasioned no inconvenience, as not a single instance is known since the passage of the By-Law of any individual of the Township complaining to any officer or member of the Municipal Council of its uncertainty, or that the intention of the By-Law was doubtful, or that the limits of any School Section was not fully understood, and, furthermore, the Chief Superintendent of Education, who examined the By-Law a few days after it was passed, gave it as his opinion that it was quite sufficient in all respects.

3d. The statement "that the inhabitants of the old section, 16, have always since gone on acting under the old law, and raising rates accordingly, without regarding the new divisions, which assigned various portions of it to other sections," is totally at variance with the truth, as the inhabitants of the old section, 16, have in no instance gone on acting under the old law, and levied rates accordingly, without regarding the By-Law of any individual of the Township on said inhabitants, excepting under the new By-Law, and in connection with the several School Sections, to which various portions of the old section had been assigned.

And whereas the judgment in this case, having been obtained by a special meeting of the Municipal Council of the Township of Markham, held on the 28th day of March, instant, be it therefore known and understood, by all whom it may concern, that by the order and authority of the said Council, notice is hereby given, that it is the intention of the said Council on the 23rd day of April next, to pass a By-Law, re-establishing and confirming the formation of the several school sections and union school sections in the township, on the same plan as that by which they were governed up to the day of the quashing of the said By-Law, and that on the said 23rd day of April next, and before the said By-Law of any individual of the Township intended By-Law is passed, the said Municipal Council will hear, by petition and otherwise, any objections that may be urged against the passage of the said intended By-Law, as well as all petitions that may be presented in favor of the same; and that the said intended