

which formed the original project, and which alone offers proper security for the large sum invested. In this, the Province have at least as great an interest as your Memorialists because in the case of the latter, the only benefit by the small sums received in the actual business done, while the Province, by becoming the great highway from the West to the East, is raised in social and political importance and wealth. And the Province it may be remarked, has already traced a rich harvest in the advances of every description of property, which by the outlay of your Memorialists, has from one end of the line to the other been quadrupled, at least in the country, although as yet fraught only with disquiet and embarrassment and loss to the individuals composing the Grand Trunk Railway Company.

Your Memorialists now lay before the Government a statement of the amount of private funds which have been expended in the Grand Trunk Railway, up to the 31st of December last, as follows:

Amount raised on Grand Trunk Debentures proper, including advances from Company's Bankers, £1,413,750 10 2  
Amount paid on Grand Trunk Shares proper: A. issued, £1,741,750 14 2 B. issued, £325,762 10 0  
Amount of capital paid up on and after the amalgamation of shares with St. Lawrence and Atlantic, Quebec and Richmond, and Toronto and Guelph Companies, £756,331 18 1  
Amount raised on Debentures of the above named Companies prior to date of amalgamation, £409,166 13 4  
Currency, £5,670,653 5 9  
Equal to \$46,840,848.104, sterling.

Your Memorialists respectfully state, that they are prepared to fulfil the engagements undertaken towards the Province at the passage of the last increased Guarantee Bill, by the completion during the present year, of the line between Montreal and Stratford. But they consider of their duty what making this statement, to lay before the Legislature, at the earliest possible day, such information as may guide them in their future policy towards this Company—so that neither the interests of the Province, nor the private shareholders may suffer by injudicious concealment.

It is therefore the duty of your Memorialists respectfully to point out that the means at their disposal will be totally exhausted in the completion of the line already pledged to be finished; and that it will be equally impossible for the Company to complete their lines westward of Stratford, or to continue the line westward and for finishing the Victoria Bridge, the result would be at once left over the whole line to Quebec and Portland. That viewing the present traffic over the eastern lines, and the fact that nearly 15 months must pass before the line west of Brockville can be said to be fairly in operation and remunerative. Your Memorialists are bound, in all candor, to state that they see no means whereby they can continue to sustain the credit of the Company, by the payment of the interest on their own and on the Province Bonds, without assistance; and they are equally bound to declare their opinion, that such failure to meet the interest would so far derange the credit of the Company, that no subsequent aid could ever restore it to that credit and standing which it formerly enjoyed. That, looking simply at the interests of the Province, as Mortgagees—it must be their wish to see the lines completed; but if regard be had to the many other indirect interests affected, no one can question that it is on every account better that the present Company should be preserved than that it should be suffered to be destroyed by a pressure of circumstances that were unavoidable.

Your Memorialists must distinctly state their inability to meet the interest on the Provincial mortgage due and coming due, owing to the entire absorption of their means for the new work. And they must further state that they cannot complete those works they believe essential for the future revenue and success.

Under those circumstances, your Memorialists lay their case before the Legislature and Government of Canada, and expressing the belief that they are entitled to regard the Province as participants with them in this undertaking, your Memorialists respectfully suggest, as a means whereby present difficulty may be avoided for the future success of the whole work best ensured:

First, That the Province do consent to waive its right as mortgagee, and accept the stock of the Company in lieu thereof;

And secondly, That the Province do grant such aid for the construction of the lines west of Stratford to London and Sarnia, and for the Victoria Bridge, as may be considered proper conditional on the Company making provision to like amount to the satisfaction of the Government.

In regard to the first proposal, your Memorialists would earnestly pray that the Province, who have originated and officially recommended this arrangement, should under the circumstances, rank with the ordinary stockholders, until the completion of the whole Railway system shall have made it remunerative to all. While on the second point it is equally consistent with equity that new works, which are undertaken for the common benefit of the Company and the Province should be supported in equal proportions by both.

On behalf of the Company,  
By order of the Board,  
BENJAMIN HOLMES,  
GEORGE CRAVATT,  
JAMES BEATTY,  
Committee of Directors.  
Toronto, 13th March, 1856.

## The Herald.

CARLETON-PLACE, MAY 8TH, 1856

THE CABINET.—The Toronto "Leader" highly approves of the course taken by the Hon. John Ross, and calls upon all the Liberal members of the cabinet to follow his example, and retire from the Government, as they no longer possess the confidence of their party. Our contemporary says:—

"Mr. Ross's retirement was dictated by those who were represented in the Cabinet and who seek for a justification of the course he has pursued, independently of the action of his party, we conceive it will find in the immortality—we use the word advisedly—ascribable to the continuance of existing arrangements. Let us soberly analyze the case as it stands. The formal condemnation of Sir Allan MacNab's leadership by the ministerial reformers, was but the echo of a conservative convention a few weeks previously. The latter, it is true, only condemned the existing leadership by implication. But their special appeal to the Attorney General—serving under Sir Allan MacNab's approval, according to Mr. MacNab's own statement in the House of Assembly in no way discouraged—was merely conscious intimation that administrative change was indispensable. Here then we have two parties, on whose support the existence of the government depended, avowing their consistent formal representations to subordinate members of the Cabinet—receiving from those members the assurance of a friendly cognition of their desires—and yet continuing openly to avow a dubious allegiance, before the public. What is the necessary tendency of such a state of things? Is it to demand that those who hold office in the Ministry? It is not to make our responsible Government by word and deed, and men who have any regard to political integrity?"

ANOTHER PROP OF THE COALITION GOVERNMENT.—We learn from Toronto that rumors were current that the resignation of the Hon. J. Cauchon had been given in. The cause supposed to be the North Shore Railway scheme not having been adopted by the cabinet. If the rumor be correct, and we do not doubt its authenticity, the Ministry is soon gone.

The "Globe" says, "A rumor was exceedingly prevalent on Saturday that Messrs. Cauchon and Lemieux had resigned their seats in the Cabinet. The Grand Trunk matter is said to have been the cause of their departure. The Upper Canadians desired to aid only to the Victoria Bridge and to road between Stratford and Port Sarnia; or more of the Quebec men on the other insisted—on what do our readers think? Why that the line should be finished Trois Pistoles! While the country is aiously seeking for the means of getting Province out of the difficulties entailed by Grand Trunk, the Government are quarrelling about the extent to which they will carry deeper into the mire. The Cabinet sat deliberation on the matter all Wednesday afternoon; they promised their decision to the Grand Trunk delegates four o'clock on that day, and then at six, four and six came and there was no verdict. Yesterday the discussion in Council was renewed and kept up till late in the afternoon. That a division of opinion exists in the Cabinet on the subject of the Grand Trunk there can be no doubt, and the Ministry is not in a state to stand divisions. In an unhealthy disease has taken hold."

The Ministry is just like an old tin kettle it has been badly put together at first, and it has been burning holes in it continually. Owners have been soldering and patching it and there, trying to keep the old thing together, but as soon as one hole is mended, another appears. On Friday night the face ministers looked so gracious that it was said they thought they had closed up Grand Trunk leak, and made all serene. Where they got their solder we are not informed, perhaps they used Trois Pistoles; shall know more when they bring down the scheme. The old bit of tinware will go till the next hot fire from the opposite side with the want of a supply of fluid within burn the bottom out of it and ruin it past redemption."

HOW THE MONEY GOES.—In the Parliamentary proceedings, we observe that Mr. Dargie has given notice of enquiry of Ministers whether it is the intention of the Government to demand from the Rev. P. M. N. nault, Cure of Chambly, repayment of sum of two hundred and fifty-five pounds currency, paid to and received by that gentleman on account of the grant voted in 1855, in aid of the academy of girls at Chambly, which academy has never existed. This is one of the beauties of our rotten legislation. public money is voted without enquiring without knowledge, just as Mr. Cartier and his colleagues please.

A shocking casualty occurred at the Hazelton Depot, which we greatly regret, says Captain Hicks, Traffic Superintendent, and formerly Station Master at Hamilton, came by his death. He was crossing track, and when so doing his attention directed to something, by which he failed to observe the approach of a locomotive engine about the depot for shunting cars. He was struck on the head, and the wheels passed over his body, causing instant death. The unfortunate deceased was generally respected, by both the Company and its employees.

We understand that a division of the (seven regiments) in the Crimea will proceed direct for North America—two regiments to be stationed in the Lower Provinces and in Canada. In reference to this arrangement, the London "Illustrated News" of the 19th says:—

The dispatch of troops and ammunition to North American colonies is explained the fact that during the war nearly all the powder was withdrawn from Canada, and movements of men and ammunition took place from that province which are now in progress simply the consequence of the necessity of placing them, and indicate no hostile feelings towards the United States, or expectations that in that quarter."

## SKETCHES OF THE COUNTY OF RENFREW. No. 1. THE VILLAGE OF RENFREW.

"THE AMBITIOUS LITTLE TOWN YET PRESENT."

Such, my dear Type, is a sentence quoted from a precious epistle in your paper of the 17th ult., signed "An Elector," who appears to have been at some trouble to hammer from the dull chambers of his leaden head, a few unconnected sentences, meant to be a reply to a communication of mine, which you were kind enough to insert a few weeks ago. As the sentence above quoted, appears to be the only one worth taking notice of, I have given the redoubtable author of "An Elector's" letter the honor of quoting it as my text.

The Village of Renfrew is ambitious and proudly bears the marks of progress, which are indicative of an ambitious population, and which are undeniable tokens of the Western Canadian presence. A few short years ago, two log houses were all that marked the site of the present Village, and the arrival of two or three gangs of shanty-men on their way to make timber, or a few Indians pitching their tents at the "Chute," were the only interruptions to the silent solitude of a dense Pine forest; but time drew on apace, and the spot redolent of Pine and Balsam tops,—the scene of blazing night-fires, racoon hunts and bear adventures, gradually changed those backwoods features, and assumed the position of "an ambitious little town." And where? I will ask, is the "way-worn traveller," who may be wending his way towards the Ottawa Front, that does not hail with pleasure, as he toposes the rising ground at the "Minister's Farm,"—the thriving, cosy-looking, and romantic appearance of the Village of Renfrew, with its church cupolas glittering in the rays of the setting sun, with the houses of all descriptions of architecture, stretching away before him, until they appear in the blue distance, to bury themselves at the foot of the gloomy "Pinnacle." That same well-known gentleman—"the way-worn traveller"—I care not whether he is mounted on a modern Rosinante, after a forty miles ride in the blazing sun of a melting July day—or whether he is the proprietor of an Irish buggy, who has left his carriage at the last railroad he was employed on, and who, desiring any other locomotion, than what he can do himself, trudges over the sandy ridges, with his linen slung on a cudgel, hails the Village of Renfrew, as an oasis in the desert, and with a certainty of making himself comfortable ere he is an hour older, he takes little note of the intervening mile that he has to travel, ere he reaches "entertainment for man and beast."

In the summer season, the Village has not the same appearance of bustle that it has in winter, being more or less dependent on the lumber trade, consequently, its business pulsations keep time with the heart-throb in the Quebec market, and therefore these two years past have been rather a check to its progress, but, notwithstanding this interruption it is progressing with wonderful rapidity.

At the extreme Eastern end of the Village, a large brook flows across the street, which is spanned by a plank bridge, which said brook, about 100 yards lower down, is enlisted in the service of several mills, built and owned by Mr. John Smith, better known as "Smith the Tanner"—who is an energetic, persevering, industrious person, mightily fond of his own way, but withal, a citizen of the right stamp—I wish Renfrew had a few more John Smiths of the same kind. Below Smith's Tanneries, &c., "Logan" has a carding, fulling and cloth-dressing mill, and is doing well—he is a comical fish, and a drier, blunt in manners and hails from Paisley. After crossing the bridge, we are at once in the "ambitious little town"—on the right two stores and Lilliputian-looking shoe-maker's shops, loom on your vision; within the rows, sits a number one "Souter"—while the latter of customer's boots and shoes about his head, is apt to make one exclaim, "Well, after all, there's nothing like leather!" "Abram" is happier far, than he on whose brow is placed the crown of an Empire! On the other side, the unusual waiting of a rusty hinge, gives notice of the whereabouts of Coomb's Tavern. This house is well-known, being the oldest tavern in Renfrew—and its obliging landlord is on hand at all times to give information to strangers and travellers. Opposite to Coomb's Tavern, is the residence of George Ross, Esq., Postmaster, whose office for the delivery of letters, is not surpassed by any office north of Kingston.

Mr. Ross is well-known, being secretary to almost all the societies and companies in the County—he possesses office-abilities of high order—he has introduced a great amount of reading matter into Renfrew; books, cheap publications, &c., which have been eagerly sought after. Further on, is the "Politician's Hall," alias "Archie Thompson's Smiddy"—the proprietor of which, is an energetic, peppery kind of a Christian, who bangs away from his avail from sunrise until the last streaks of Phœbus fades in the west, sings like a Minnie, and can do anything in the "blacksmith line"; opposite is MacDonald & Co's store, "Little John," as Mac is called, is a first-rate fellow, with a heart like a lion—success to him; across the street again, and the drolly one can wash the dust down his throat, by stepping into "Grove's," a well-kept house, and a money-making woman is Mrs. Grove, I assure you. Next to this is a large stone building, with an awful attempt at magnificence in the shape of a Swiss verandah—this is McIntyre's store, now of Montreal, formerly of Renfrew, and here he has almost everything for sale; I believe, that, if you asked him for a second-hand pulpit, if he could not supply you at the time, he would order one. From this point down for a considerable distance, coopers' shops, stores, butcher's stalls, and other shops too numerous to mention, fill up what is called "Upper Town," besides a Temperance Hall, nearly finished, after passing a vacant place, a large building on our left attracts the attention

it is a Hotel, with large and high rooms, while cleanliness is apparent in all the details, and a great appearance of comfortable quarters—this is Munroe's Hotel.

A little further on we pop right on to "Larry Riley," who provides entertainment for man and beast, and may I never meet with a worse fellow than Larry, he would, I believe, as soon subscribe for an orange flag as not, if he was sure that the Padre would not beat him. We are now at the River, almost,—"the Chute" rumbles its smothered thunder in continuity, and the gusty spray freshens up the stunted grass that covers the limestone beds on its banks.

Here is the notorious Hinkley Property—although, I believe that it has been transferred—there is a saw-mill of limited proportions on it, but idle at present. On the opposite side of the River, sites for two grist mills are marked out, and now building, and away down the side of the flume, new water-lots have been disposed of to various enterprising Mechanics in the Village, whereon to erect buildings for the working of different kinds of machinery, some of which are in progress. In a few years this part of the Village will be the most busy portion of it, dwelling-houses are already making their appearance amidst other features of enterprise and progress. On the hill, above those works, stands a large Hotel, built and kept by Mr. Orange Wright, a snug place, where the smoker may enjoy the luxury of a good cigar, with all the et ceteras.

In this slight sketch, I have omitted mention of the residence of John Lorn MacDougall, Esq., it is on the right side approaching the River, and has a very unassuming appearance—Mr. MacDougall is the largest land-holder in this part of the country, and although he may not live long enough to enjoy the fruits of his industry, to its full extent, there is no doubt that his family succeeding him will be affluent. Regarding Mr. MacDougall, personally—he has lately undergone the fiery ordeal of an election, and has been a good deal before the public, required to remark of mine would be new, or required at the present time; and once more, Mr. Editor, when you see the sapient "Elector," give him my opinion of him, and, in the meantime, I can shoulder the discovery he has made, with a laugh, that Pickwick, Junior, five feet ten in his stockings, is "little by nature."

Yours truly,  
PICKWICK, JR.  
Renfrew, April 30th, 1856.

Montague, April 28th, 1856.  
MR. EDITOR,

SIR,—You would do the public a great favor if you would put them on their guard against harbouring or hiring a girl that is going through this section of country, and saying she is looking for work, as she is a practised thief, she has stolen a good many articles from different places here some of them have been got from her and some have not. She is a small sized girl, light hair, low forehead, rather rough mouth, wears a straw bonnet, red ribbon and says her name is Louisa Judson, the last I heard of her was last night near Smith's Falls.

Yours truly,  
DAVID WOODS.  
Merrickville, 1856.

EARTHQUAKE.—The Citizen says, about two o'clock on Thursday, this city was shaken by an earthquake, of sufficient force to startle people with the idea that something was going on in the subterranean regions. The shock was accompanied by a rolling noise, like that made by a very heavy wagon passing over a stony pavement. In the house where we were sitting at the time we were sitting at the time we heard the sound for two or three seconds, then came a heavy jar, which shook all the furniture and threw down some wood, which fell in the kitchen. After the shock, the rumbling sound continued for about 8 seconds, and seemed to roll away towards the north-east. Some of our citizens still maintain that this was a clap of thunder, but a little reflection is sufficient to show that it must have been something else—a peal of thunder of this kind is very infrequent in some countries than in others. For several years past the members of one section of the British Association for the advancement of Science have been collecting information and making experiments, with a view of arriving at the cause of these terrific phenomena. The facts accumulated by them are so numerous, and so conclusive, that the true theory must be announced, and yet all is conjecture. The shock on Thursday was generally noticed throughout the city, and without doubt was that of an Earthquake.

Since writing the above we have met with following in the Aylmer Times:—

EARTHQUAKE.—At about half-past 12 o'clock yesterday (Thursday), a smart shock of an earthquake was distinctly felt by the inhabitants of this place. Its duration was about ten seconds, sufficiently loud and loud to create uneasy feelings in those who knew what it was. The atmosphere was hazy at the time, but perfectly calm, thereby allowing the vibration in the houses and earth to be more clearly defined.

OTTAWA AND PRESCOTT RAILWAY (CONTINUED).—In consequence of recent arrangements, parties may leave this city by the morning train, and arrive in Montreal at half-past one o'clock, and return the same day. The morning train connects at Prescott with the Grand Trunk, the American and mail steamers, and Ogdenburg Railroad, going East; and also with the Grand Trunk and two Canadian steamers going West.

The morning train to Ottawa brings passengers from the mail boats up, and the Lake boats and Grand Trunk Railway down. Afternoon Trains to Ottawa go out past passengers from Montreal by Grand Trunk Railway, American Steamers, and Ogdenburg Railroad.

Afternoon Train to Prescott connects with American Lake steamers West, and Ogdenburg Railroad East.—Citizen.

ever, a wet season should set in, all danger may yet be averted.

It is said that a raft of white pine sold last autumn in Quebec for 75 per foot has been re-sold this spring for 94.—Citizen.

FAMINE IN THE CAPE DE VERDE ISLANDS.—An officer in the American navy, writing to his friend at Washington, gives a public account of the famine and perishing condition of the inhabitants of the Cape de Verde Islands, owing to the scarcity of rain and consequent shortness of crop for the last three years. Already from 5,000 to 6,000 have died of sheer famine out of a population of 120,000. At St. Jago, the Governor is doing his utmost for the poor people, by sending small vessels as he can raise the means, to the coast of Africa for grain, which he distributes with the strictest economy to the destitute, devoting to that purpose the whole of the revenues of the islands, and his own salary he has not touched for the three years of his governorship, living very poor with great frugality. He thinks he will be able to keep starvation in check till July, after which, unless provisions are sent out from Europe and America, 20,000 persons, at the least calculation, will starve to death between then and December. He is about to make an appeal to the government at Washington, and the writer strongly urges the condition of this unfortunate people upon the sympathy and charity of the American public.

## THE MINISTRY.

The Leader of 29th ultimo says "the Ministry were ignominiously defeated last night, on a question which ought to have commanded the sympathy of the Liberal men. Mr. Mackenzie brought forward a motion for an Address to the Queen, for an amnesty to Mr. O'Brien and Mr. Frost. It was opposed in a body by the Ministry on the constitutional ground that 'the Canadian Legislature should not interfere with the decisions of purely Imperial legislation.' The result was a distinct rejection of their doctrine, and a repudiation of their views. If we are to judge by the past, this vote, pointed and marked as it is, will lead to no result. Men, as deficient in spirit as ministers have shown themselves to be, will cling to office until they are literally hurled from it; and so long as they can shield themselves behind the least shadow of a pretext, they will do so. But the fact itself cannot be without its weight in the Assembly; and the truly liberal members who want good Government, and honesty of purpose, and rectitude, will note in the acts of the Ministry, the tenacity which men of desperate fortunes are prone to show, after principle is violated—measure after measure brought in only to affirm their support—while the really great interests of the country are neglected, and its commerce permitted to take care of itself. Such a vote however, as that given last night cannot be without its influence, and we predict that the time is not far distant, when a majority vote will be recorded which can neither be explained away nor avoided—not set aside. We do not expect however that even the plainly expressed vote of last night will convince Ministers of the contempt in which their constitutional opinions are held, and doubtless, to-day, some of the Cabinet will completely rise in their seats, and try to laugh it away.

The Church newspaper "deplores the circumstances connected" with Mr. Caird's Sermon before the Queen, on Religion in Common Life. The Church thinks the Royal party "committed a serious violation of Christian unity when they attended Presbyterian services," and manifested a subtle opposition to the Church. The favor with which the sermon is received, is attributed to "a dangerous indifference to the Divinely appointed and evangelical means of grace." Her Majesty's advisers are charged with being "guilty of a very serious constitutional misdemeanor," in advising its publication. And the Church regards it as "calculated to do much mischief," as being "dangerously impractical," ignoring "the necessity of the church and her ordinances." The Church objects to this sermon because it does not teach, that grace to secure religion in common life "flows through Christ's body—the church—in its confessions, its self-denials, its alms deeds, its united prayers, its priestly blessings, &c."

BURNT IN EFFIGY.—Dr. Clarke was burnt in effigy at Guelph, on the 22nd ult., for his vote in favor of Quebec on the seat of government question.

NEW BRUNSWICK RAILWAYS.—The New Brunswick Legislature has passed bills providing for an annual expenditure of \$200,000 for railway purposes.

The New York Tribune gives the particulars of a \$25,000 swindle just perpetrated in this city by the head of a commission house heretofore of good repute. The party in question is a deacon in a leading church and has by his profession of piety done much to gain the confidence of those dealing with him. The swindle was committed by checks not provided for. The party left town on Friday last, ostensibly for the purpose of being married in a neighboring city, instead of which he took with him a frail sister, leaving behind him another one in a condition to increase the census shortly. One Bank is a sufferer to the extent of \$4,000, and the remainder of this amount is distributed among several victims. A letter has been received by this Don Juan stating that before the letter was received he would be far at sea, but this is supposed to be for the purpose of distracting attention from the real destination, which is believed to be Kansas.

## MARRIED.

In Montreal, on the 29th inst., by the Rev. Dr. Taylor, Mr. James Smith, Mary Wylie, eldest daughter of Mr. James Beckett.

At Ottawa, by the Rev. Thomas Wardrop, William Wiggins, of Montreal, to Sarah Price, of Pontiac.

At Westmeath—2nd ult., by Rev. R. M. Hammond, Alexander Fraser, Esq., of Pembroke, to Miss Sarah E. eldest daughter of the late Hiram Chamberlain, Esq.

On the 24th ult., at the residence of Mr. Robert MacLachlan, Westmeath, by the Rev. E. H. M. Baker, incumbent of Pembroke, Mr. Malcolm MacNaughton to Miss Charlotte Horrioks, both of the Township of Drummond, C. W.

At Lachine, on the 28th inst., Catherine Somerville, wife of Richard Robertson, aged 39 years.

At his residence, in the Township of August, on the 16th inst. at the advanced age of 84 years, Adamson Burritt, Esq.

At Brockville, on the 30th April Dr. E. Hubbell, an old and much respected inhabitant.

At Brockville on the 29th April, Miss Margaret Stevenson, formerly of Glasgow Scotland.

## TREASURER IN ACCOUNT WITH THE MUNICIPALITY OF DARLING.

1855	Dr.	£	s.	d.
March 7th, To Cash in hand as per account Audited, 1854	57	10	10	
August 27, County Treasurer's Legislative grant to C. Schools	16	7	0	
" Canada Co. Taxes, for 1853 and 1854	31	18	6	
Nov. 10 James Guthrie collector of Rates	17	0	0	
Dec. 8 " " "	16	0	0	
" " " "	18	5	9	
1856.				
Feb. 23 County Treasurer, Railroad Tax refunded	19	4	6	
March 15 " " Taxes collected by the Sheriff	10	0	11	
" 29, John Stretch, Tavern License	2	0	0	
April 1, Joseph Ranger	2	15	0	
	£186	1	34	

1855.	Cr.	£	s.	d.
March, To British Standard Co., for Print and Assessment Schedules	0	5	0	
April 21, Wm. Allan for 6 Nos. of Municipal Manual	3	0	0	
August 13, James Guthrie, appointment of L. grant of C. Schools	4	19	1	
" William T. Janon, 5	8	15	0	
" 14, Archibald McDonnell, 2	12	10	1	
Sept. 10, James King, Road Surveyor, Travelling expenses	0	10	0	
Oct. 13, John Coulter, Road contractor	10	0	0	
" 17, Peter Guthrie, for Road work	0	15	0	
John Rintoul	2	6		
William Rintoul	0	15	0	
Peter Duncan	0	10	0	
John Robb	0	5	0	
John Robb	0	10	0	
John Robb	0	5	0	
Alex. Rintoul	0	5	0	
Henry Rintoul	0	5	0	
William Rintoul for Road work	0	7	6	

Nov. 3, Wm. T. Janon, special Rate imposed by School Trustees on Non-Resident land in School Sec. No. 2	5	10	0	
Dec. 18, James Guthrie, Collector fees	4	0	0	
" " Special rate imposed by School Trustees on non-resident land in School Sec. No. 1	0	16	8	
" 21, County Treasurer, Property Rate	13	19	8	
" " Railroad Tax	19	4	6	
" " Asylum Rate	2	1	0	
Township Treasurer, percentage	0	18	0	

1856.				
Jan. 4, John Wark, Auditor and Inspector of Inns, fees	0	12	6	
" 7, John Stretch, Assessor & Selector of Jurors, fees	4	5	0	
John Oliver, Inspector of Inns	0	8	9	
Daniel Preddy	0	8	9	
John Rintoul Collector & Selector of Jurors, fees	1	15	0	
Peter Guthrie	1	10	0	
Hugh McIntyre	1	10	0	
David Burr	1	5	0	
John Caldwell	1	10	0	
Road Commissioners	1	2	0	

9, Archibald McDonnell, Special Rate imposed by School Trustees on Non-Resident land in S.S. No. 3	4	6	8	
" 11, Wm. McGee, Auditor, fees	0	3	9	
Clerk & Treasurer fees	2	9	5	
31, Archibald McDonnell, appointment of School fund	3	18	11	
Feb. 3, Wm. T. Janon, " 25, James Guthrie, " 26, Thomas Watt, for copying Surveyor's Company to and from Mr. Playfair's for Road	10	0	0	
" 14, J. W. Anderson, for Chairs for the use of the Council	1	5	0	
March 21, James King, Road Surveyor, fees	0	17	6	
April 15, Trustees of School Section No. 2, for the use of Schoolhouse & Firewood	0	15	0	
May 1, Stationary to date	0	8	7	
Postage to date	0	7	7	
Cash in hand to balance	46	3	8	

£186 1 34

We hereby certify, that the above is a correct statement of the affairs of the Township of Darling, after a careful examination of accounts and vouchers as submitted to us by the Treasurer.

JAMES WARK,  
WILLIAM MCGEE, {Auditors.

Will stand for Mares this season as follows:

On Mondays between at James Coulter, B. Lams Mills, afternoon at Wm. Dowle.

Tuesdays, forenoon, at Middleton, afternoon at Biffin's, Lanark village.

Wednesdays, forenoon, at Fergusson's Falls, afternoon at Inverille.

Thursdays, forenoon, at Carleton Place.

Fridays, forenoon, at Almonte, afternoon at the stable of the subscriber.

Saturdays, forenoon, at Saddle's.

COMET.  
Is of a bright bay color, stands sixteen and a half hands high, and is six years old. He is perfect in form and possessed of superior action.

Terms, \$5 to insure a foal, \$4 for the season.

Persons putting their Mares to this Horse will be required to sign a Promissory Note payable 1st January 1857.

Mares Inured, and not attending regularly on trial days will be charged by the season. Any one putting with their Mares before Fosting time will be responsible for the Insurance money.

All Mares at the risk of their owners.

JOHN STEELE.  
Ramsey, 6th May, 1856.

ALEXANDER FOWLER, CHEMIST AND DRUGGIST, PAKENHAM, begs to remind his Friends, and the Public generally, that he keeps constantly on hand a stock of Drugs and Medicines of all kinds, Patents, Oils, Varnishes, Dyestuffs, &c. Also a large Stock of Stationery, such as Blank Books, Novels, Histories, Writing Paper, Ink, Pens, School Books, and a variety of other articles.

A. F. would respectfully intimate that having engaged a competent workman from England, he is now prepared to attend to the Repairing of Watches, Clocks, and Jewellery, in the most substantial manner, and on the most reasonable terms.

Pakenham, April, 1856. 34g

## EIGHTH BATTALION LANARK MILITIA. MILITIA ORDER.

In conformity with the "Militia Act" thereto superintending, the service men of the 8th Battalion Lanark Militia being composed of the male inhabitants of the Townships of Pakenham and Darling, between the age of 18 and 40 will assemble for muster on Saturday the 24th inst. at 12 o'clock noon, being the Milit