

that some one is bound to do it. Thus it was that the verb in question finally arrived at the meaning which it bears at this day, wherever it is current, except in Northumberland and Durham, where its popular acceptation is still very nearly the same as that which belonged to it at the outset, *Mussen* is the German *must*, and in that language the cognate word *musse* still means "leisure." Both are related to the English word *musse*.

Ought is the old preterite of the verb to *owe*. It was formerly synonymous with the new preterite *owed*, and continued to be used in place of it occasionally as late as the time of Dryden. In Shakespeare's "King Henry IV., iii. 3, the passage occurs—"He . . . said this other day that you ought him a thousand pounds." Widely as they now differ in meaning, *owe* and *own* are undoubtedly but different forms of the same word. A modern Yorkshireman says, "Who owes this?" that is, to whom does it belong, who owns it; and Shakespeare uss both forms in the same sense. Thus, in "Twelfth Night," at the close of the first act—

"Fate show thy force: ourselves we do not owe;
What is decreed must be, and be this so."

We are in the habit of using the word *have* to express necessity in such phrases as these:—I have to go a journey; this has to be done; and it was through a precisely similar use of the synonymous verb to *owe*, that it acquired the sense of indebtedness, moral obligation, or expediency. To *owe* money is an elliptical expression for having to pay it to another, possessing it for another. Ultimately, by a process of which the history of language affords many examples, the various meanings which had been common to *owe* and *own* were divided between them, and the twin verbs ceased to be synonymous one with the other. A further subdivision of meaning was then made with respect to *owe*. The office of expressing indebtedness was assigned to its new preterite *owed*, and the old preterite *ought* was employed exclusively to signify moral obligation or expediency, whether as an auxiliary verb or otherwise.

The idea now conveyed by *shall* is that of obligation or of an intention to perform a certain act, and both are found, on further analysis, to resolve themselves into the general idea of indebtedness. In the mercantile language of Germany *soll* (shall) and *haben* (have) signify the debit and credit side of an account. But the debts implied by *soll* and *shall*, in a commercial age, differ widely in nature from those with which courts of justice had to deal most frequently in the infancy of our civil law. Their chief business in that department consisted in trying actions for damages on account of wounds or loss of life; and for these compensation was to be awarded in accordance with elaborate tariffs, wherein every kind of bodily injury, homicide not excepted, was rated at a price proportioned to its nature, and to the condition in life of the injured party. This ancient system of jurisprudence, under which every act of bloodshed was to be atoned for by a payment in money or solid value, has left deep traces in our language. The primary meaning of *guilt* is conduct that has to be paid for. It is derived from the Anglo-Saxon *gildan*, to requite, atone, return an equivalent, and is identical with Swiss, Danish, and Icelandic words, all of them meaning debt. The phrase *I shall* was originally, as we have said, a confession of homicide, or at least of bloodshed. Though now used to signify a future act, it has been shown by the great German philologist, Grimm, to be really the preterite of an old verb which meant to slay or smite. In the good old days, therefore, when that old verb was new, "I shall" meant "I slew or wounded such a one, and am therefore a debtor. I owe blood-money, and must pay it or fly the country."

IV. Biographical Sketches.

No. 8.—DAVID GIBSON, ESQ.

Mr. David Gibson, Government Superintendent of Colonization Roads, died at Quebec on the 25th inst. He was born on the 9th of March, 1804, in the parish of Glammis, Forfarshire, Scotland, where his father was a farmer. He served his time with Mr. Blackadder, Glammis, as a Surveyor and Civil Engineer. When a young man about twenty-two years of age, he came to Quebec, bringing letters to Earl Dalhousie, at that time Governor, and was speedily engaged in the survey of the boundary line between Lower Canada and the United States. He remained some time in Lower, then came to Upper Canada, and settled in Markham village, where he had relations [Mr. Milne, of York township, being his uncle]. He practised as a surveyor for some years, and as such made Government surveys of the township of Goderich and township of Thorah, &c. He was also the first City Surveyor of Toronto.—Mr. W. L. MacKenzie being then Mayor. He was elected twice to the Parliament of Upper Canada for the First Riding of York, and was sitting for that Riding up to the time of the rebellion. He had then been living for some time at Willowdale, nine miles out Yonge street, where he

had a farm. In 1837, he was connected with Mackenzies revolutionary movement; held a commission as captain, and had charge of prisoners, whom he treated with kindness. After the affair at Montgomery's, he was concealed for some little time by sympathizers in Canada, and at last succeeded in crossing Lake Ontario, going in a schooner from the Rouge to Rochester. His house, barns, &c., at Willowdale, were burned down by loyalists, and he suffered serious loss of property by his connection with the rebellion. He next went to Lockport, and got an appointment as engineer on the Erie canal. He was successful, and acquired property close to Lockport, which he held at the time of his death. Having received a special pardon, he returned to Canada in 1843, and received Government employment, having charge of laying out the Durham road, and also surveying the township of Normandy. In 1851, he ran for the first Riding of York with the Hon. Jas. Hervey Price, and Mr. J. W. Gamble, the last named being elected. In 1853, he received instructions to survey Melancthon and Proton, but was sent for to Quebec, and received the appointment—Dr. Rolph being then C. L. Commissioner—which he held to his death, of Inspector of Crown Land Agencies and Superintendent of Colonization Roads for Upper Canada. His son surveyed Melancthon and Proton. Under his superintendence, while holding this appointment, the following roads were made:—Elora and Saugeen, Woolwich and Huron, Southampton and Goderich, road between Southampton and Owen Sound, road dividing counties of Grey and Wellington, besides a number of minor roads in the Western section; also the lengthy lines of road, properly known as Colonization Roads. Latterly, since the removal of Mr. Salter, he had charge of the roads in Algoma District, as a separate agency, in addition to other duties.—*Toronto Globe*.

No. 9.—THOMAS PARKE, ESQ.

We have to record the death of Thomas Parke Esq., Collector of Customs for this port. Mr. Parke was a native of the County of Wicklow, Ireland, from whence he emigrated to this country in 1820, settling in the city of Toronto, then the small village of York, where he carried on an extensive business for that period. He then removed to London, representing the County of Middlesex in the last Parliament of Upper Canada, and the first Parliament after the union of the Provinces. In 1841 he accepted the office of Surveyor General, retaining it until 1845, when he retired altogether from political life. In 1850 he was appointed Collector of Customs for Port Colborne, retaining the office until transferred here, as a successor of the late Mr. Cayley. As an officer of customs it is the testimony of thousands who have transacted business with him, that he was extremely obliging and accurate in the discharge of his duties, and as a politician his views were always enunciated with clearness and candor.—*St. Catharines Journal*.

No. 10.—MR. CRAWFORD, THE LAST N. S. LOYALISTS.

Mr. Archibald Crawford, who died on Monday last at Musquodobbolt Harbor, in the 101st year of his age, was a native of South Carolina, and of Scottish parentage. He was a Loyalist, and witnessed the first American Revolution; and when that great revolution was consummated, young Crawford and his parents made the best of their way to Nova Scotia, in order to preserve their allegiance to George III. He lived for many years on the Musquodobbolt River near Crawford's Falls, where his hospitality was often enjoyed by travellers. From this place he removed to Porter's Lake, where his house was always the home of Presbyterian clergymen officiating there. For the last few years he lived with his grandchildren at Musquodobbolt Harbor. His wife, who died about five years ago, was also a Loyalist. Mr. Crawford was probably the last of the Refugee Loyalists in the Province. He has a clear recollection of all the stirring times when the great Republic first took its place among the nations; and he survived two years the existence of the Union.—*Halifax Reporter*.

No. 11.—THE DUKE OF ATHOLE, K. T.

(INTERESTING REMINISCENCES OF HIS CHARACTER.)

The death of the Duke of Athole, at Blair Castle, Perthshire, on the 6th ult, has already been announced. The late Right Hon. George Augustus Frederick John Murray, Duke of Athole, Marquis of Tullibardine and Athole, Earl of Tullibardine, Athole, Strathray, and Strathardle, Viscount of Balquhidar, Viscount Glenalmond and Glenlyon, Baron Murray of Tullibardine, Belvenie and Gask, in the peerage of Scotland; Earl Strange, Baron Strange, and Murray, and Baron Glenlyon, county Perth, in the peerage of Great Britain, was the elder of the two sons of General Lord Glenlyon, second son of John, Fourth Duke of Athole, by Lady Emily Percy, fifth daughter of Hugh, second Duke of Northumberland. He was born September 20, 1814, so that he was in his 60th year.