

HURON SIGNAL.

OBITUARY.

The Main Liquor Law was adopted by a popular vote in Michigan on the 20th inst. Whereupon the Detroit Tribune published the following:
DIED, on the 20th inst., P. C. Brady, of dropsy. This event is not altogether unexpected, as the deceased had been afflicted with the disease which caused his death for a long time.

Also, on the same day, R. G. Brady, Esq., familiarly known as the "soubriquet" of "Rot Gut," and brother of P. C. Brady, died of dropsy. He took a large quantity of poison (by mistake it is supposed) several years ago. No bad effects were realized at first, but a few years past it had been spreading through his system, and has finally caused his death. It is to be hoped that his death will be a warning to those who have been in the habit of taking poison for a medicine.

Also, on the same day, H. G. Eggen, Esq., died of dropsy. He was a member of the family, and a relative by marriage. He was a native of Holland, and fled to the United States several years ago, in consequence of having been actively engaged in one of the revolutions that characterized that country. He was pursued by the police, but succeeded in escaping, and landed safely in New York. Since then, many of his family have made their escape in the same manner. He left a large family of children, many of whom were born in this country, but we are sorry to say are not characterized by any of the traits of their distinguished father.

Also, on the same day, Rye Whiskey, Esq., died of dropsy. He was one of the first settlers of Michigan. In early life he was an industrious, hard-working man. He has done much to build up our railroads and public works, and could always be found in the harvest field early and late. Some few of our farmers thought they could not save their wheat unless Mr. W. was with them to cheer up their hands. How they will manage to do so since his death, we are unable to say. It may lead to disastrous results, and it is feared by some that some of our farmers may cease to grow wheat, which would inevitably raise the price of flour.

Of late years, however, Mr. W. has grown shrewd, noisy, quarrelsome, and any neighborhood that he visited was sure to be the scene of disturbance of every nature. The too frequent occurrences of street fights got up by Mr. W. was the ultimate cause of his death. He was killed by a blow on the head with a ball-box, in open daylight. The perpetrators of the deed are not fully known, but suspicion rests upon two men whose name, we believe, are Mr. Law and Mr. Oiler. Several men from the Erie Press office were on the watch and ere this no doubt they have apprehended them.

It is seldom we have to announce the death of an entire family, thus swept away at one fell swoop. They were all men well known in our State, and have acted in many of our public capacities. One of them has been a member of every legislature since our organization as a state. In primary meetings and caucuses they have succeeded in nominating their own friends to office, and afterwards in electing them. What is hardly an officer in the State but what owes to them his election.

At the request of the friends of the deceased, their remains will not be interred until December next. Those who wish to take "a last long look" can do so in most of the groceries and saloons in town.

PIRACY AND MURDER OF AN ENGLISH CAPTAIN AND CREW.

Letters received from Singapore on the 13th May, afford shocking details of another of those several murders on board ship, arising out of the Chinese trade. In the present instance the vessel, called the "Peruvian," was under the command of Captain J. H. ...

ARRIVAL OF THE STEAMER WASHINGTON.

The Steamer Washington, with London dates to the 20th ult., arrived at 10 1/2 o'clock on the 20th inst. ...

ARRIVAL OF THE "NIAGARA."

The Niagara arrived here yesterday. Breadstuffs considerably excited, in consequence of the weather, and the opening of French ports to free imports.

strong and restful feeling displayed by the Coolies suggested the propriety of the steamer being thereafter kept in readiness. On April 6th the vessel passed Anjer, where supplies were seen by a native Dutchman, but no water was procured, the captain alleging as his reason that at a distance beyond Anjer an abundance of water could be procured with lessening expense. The Coolies appear to have formed the design of taking the ship, and returning to China. On their day after quitting Anjer, while the crew was at dinner, and the captain and his chief officer (the latter acting as second officer), the Chinese made a rush for the round house to possess themselves of the arms, in which they succeeded. On the alarm being given, the master, his mate, and part of the crew, endeavored to retreat, and some of the rebels were shot. After which the master and mate retreated to the cabin, from whence they were driven by the Coolies pouring into the cabin boiling water; the rebel crew finding this means unavailing, escaped through the ports into the sea, whereupon several of the Chinese, having armed themselves with pipes and cutlasses, lowered a boat, pursued the master and mate, and withered them in the water. The carpenter, named Egan (an Englishman), and the cook, both took to the water. Some of the crew, most of whom were Malayan, jumped over the side and held on by the ropes, others mounted the rigging. The carpenter, it appears, succeeded in swimming on shore, distant between three and five miles, and reached Batavia. The Coolies having possessed themselves of the vessel, steamed to Singapore, but this man steered in the direction of Singapore, which was discovered by the Chinese when about 40 miles from this port.

The vessel was within sight of the Hensburgh Light-house, on Peira Branca, where she was seen by a native Dutchman, who, although not permitted to proceed on board, ascertained that the Captain and Mate had been murdered, and reported the circumstances to the local authorities. The latter took no steps in the matter, as the only steamer here, the Hoogly, was deemed incapable, from her small power, of seeking her return against the monsoon. The active Dutch returned to the vessel and succeeded in boarding her, and then left her and brought intelligence that she was a Coolie ship. From the statement of the crew it would appear that the Chinese, mistaking them and fearing that the vessel would be discovered from Singapore, made up their minds to murder the crew, after which they considered they could succeed in reaching China by some of the junk in their way from this port. During the night the greater part of the crew escaped, and reached this place. On the 8th instant, the brig Royal, with a large party of Europeans, called at this port, fell in with the Rosa Elias, and succeeded in bringing her in. The Coolies had all quitted their late abode since, excepting about ten of the ringleaders who are now in custody, awaiting instructions from the Peruvian Consul at Canton. The Rosa Elias is the thirteenth Coolie laden ship which has been cut off either by the Coolies or the crew, both, and all within the past three years.

ARRIVAL OF THE STEAMER WASHINGTON.

New York, Aug. 3. The Steamer Washington, with London dates to the 20th ult., arrived at 10 1/2 o'clock on the 20th inst. ...

ARRIVAL OF THE "NIAGARA."

The Niagara arrived here yesterday. Breadstuffs considerably excited, in consequence of the weather, and the opening of French ports to free imports.

On the other hand the County of Huron depends upon Bruce as a great field for its present and future trade. We would suggest to our friend the Reeve of Kincardine, that a little agitation at the Council Board to open up the Lake shore road to and through the new County, would not ultimately be without effect, and would serve the purpose of Bruce at the present time, probably more than any other local project, but we hardly think that opposition and misrepresentation of what the people of Huron believe to be useful and paying undertakings will at all facilitate amicable arrangements at the Council Board, for the mutual improvement of the two Counties. We think the allusion to the Warden especially out of place, as every person, acquainted with that gentleman, is well aware that the sentiment attributed to him could not find even a momentary resting place in his mind.

BUFFALO BRANTFORD AND GODERICH RAILROAD.

This noble work, as many of our readers are aware is now progressing very rapidly in the hands of the energetic contractors. The number of men employed are continuing to increase, and the cuttings already made look very promising. We are glad to have an opportunity to submit a report, which we take from the Buffalo Commercial Advertiser, believing it to possess many features of interest:—

STATEMENT OF FINANCES OF THE BUFFALO, BRANTFORD AND GODERICH RAILROAD.

By receipts for stock \$213,556 1/2
By convertible bonds, 555,555 55
By sundry balances due 310 25
Total 769,422 45

THE TURKISH QUESTION.

This question, which has so long placed in jeopardy the peace of Europe, is now apparently about to be amicably settled, although the position assumed by England and France is to some extent sacrificed, the arbitrary demands of Russia virtually partially allowed and poor Turkey compelled to pocket the insult of her haughty and encroaching neighbor. Peace is certainly won a small sacrifice, but Russia, the haughty and unscrupulous aggressor, ought deservedly to be humbled.

LAUNCH.—On Saturday last the new Schooner just built for Messrs. Watson & Co., was launched. She is as fine well constructed vessel and is named we believe the "Mary Watson". She is to be sailed by Capt. Hays who is also part owner.

SUSPENSION BRIDGE.—The progress of this work has been temporarily stopped owing to a contemplated change in the plan of the structure. The settlement with the Contractors was left to the arbitration of Wm. Piper, Esq., of Goderich, on behalf of the Council, and Peter Ferguson, Esq., of Stratford, on behalf of the Contractors who selected Wm. Day, Esq., of Guelph, as referee. The amount of award is £300 7 1/2, which also includes the arbitration expenses.

ELECTION IN ST. PATRICK'S WARD.

The election of a Councilman consequent upon the death of the late Captain Marwood came off on Tuesday last. James McMahon, Esq., was returned without opposition.

Communications.

Letter to the Freeholders and Household-ers of the County of Huron by William Fraser, Reeve of Kincardine. Gentlemen,—It is with the greatest reluctance that I am thus forced, in self defence and in support of justice, equity and the interest of my constituents, to intermeddle in your affairs, or publicly express an opinion as to the wisdom or utility of any enterprise which your chosen representatives may either favour or adopt. But

Porto Cabello, for the purpose of routing the insurgents. The fleet left for its destination on the 18th, four days previous to the sailing of the vessel which brought these advices. A terrible earthquake was experienced at Cumana on the 15th inst., which overthrew many of the buildings. More than three hundred persons were buried in the ruins. New York, Aug. 6. The Atlantic sailed at noon for Liverpool, with 140 passengers. Among them were Mr. Buchanan, Minister to England, and Mr. Soule, Minister to Spain. The clipper ship, Sovereign of the Seas, was chartered at London for Melbourne, Australia. Boston, Aug. 6. Patrick O'Donoghue was arrested at the Adam's House, yesterday afternoon, on a warrant charging him with sending a letter to Mr. Treasurer, accepting a challenge to fight a duel somewhere in Manchester, N. H., early this morning. He was taken before Justice Rogers and gave bail for \$2,000, and in the meantime to keep the peace. A warrant is also out for the arrest of the whole of the O'Donoghue family, he is commander of the Meagher Rifles of this city. O'Donoghue's friends caused his arrest as the only means of averting the meeting.

WASHINGTON, AUG. 6.

The postal arrangements between Bremen and the United States are completed, and will go out in the steamer to-day from New York. C. D. Fadden, of Pennsylvania, is appointed Judge of Oregon.

HURON SIGNAL.

THURSDAY, AUGUST 11, 1853.

GRAVEL ROADS.

In another place will be found a letter from Mr. W. Fraser, the Reeve of the United Townships of the County of Bruce. We insert this communication because Mr. Fraser is the only Reeve of that County and is entitled to a hearing on that account, and we are also desirous that the important question, shortly to be submitted to the inhabitants of the different townships should be thoroughly discussed, but we must say that the arguments adduced are rather of a fossil cast. The substance of the argument is that because Bruce is not yet prepared for gravel roads, that the senior County must either wait until her position is ready or until a separation takes place. Mr. Fraser also complains of the injustice of the project—the idea that Huron should have a Gravel Road as well as a Railroad, while Bruce is left without either, he endeavours to hold up as oppressive and unjust, and would if possible make Huron believe that these roads are ruinous speculations. We cannot subscribe to these complaints and invinations, as they are unfounded. Huron requires Gravel roads in connection with her Railroad, which, without these necessary auxiliaries, would be far less useful; she has determined, through her Reeve, to remedy the evil under which she has so long labored, and to escape from the isolated condition she has too long occupied, but Huron is only one of the United Counties, and in taxing herself she has necessarily to tax her neighbor, for the law makes no distinction of provision. It is true that the roads at present to be undertaken are exclusively within the County of Huron, but it is presumed safety that the inhabitants of Bruce will enjoy many advantages and be advanced greatly by every step towards improvement, undertaken even in an adjoining county, and in this respect, the position of Bruce is infinitely superior, at the present time, to that of Huron in the early days of its settlement. But we also presume that the Council never intended to act selfishly—it was never intended by the Council that Huron should have all the taxes expended upon her roads while Bruce would be entirely neglected. This was well manifested at the last session of that board. The Council had already voted a large sum for the Maitland Bridge and in addition to which were prepared to vote for the travelling of 10 or 12 miles of the northern road, all of which would be greatly beneficial to Bruce, but this last was refused by the gentleman for whose benefit it was intended, on the ground that the hard road would injure the feet of their oxen. It is true two motions were made by Mr. Fraser for amounts to be expended in some of the back roads in the County of Bruce which the Council refused to grant, as it is evidently the desire of the Council to grant money in the first instance to Bruce for purposes which shall be really generally beneficial to that rising county and leave the back roads to be opened up by means of the ample funds placed at the disposal of the Townships in the new County by its land sales. Mr. Fraser complains that not a "single copper" has yet been given to make improvements in the new county. But Mr. Fraser will also recollect that Bruce has not paid a "single copper" into the Treasury of the United Counties.

NEW YORK MARKETS.

New York, Aug. 5, 1853. FLOUR.—In consequence of the favorable advices from Europe by the Niagara. Western State has advanced 1/2 cents per bush, and the premium of 1/2 cents. No. 1, 85 1/2; No. 2, 85 1/4; No. 3, 85 1/8; No. 4, 85 1/8; No. 5, 85 1/8; No. 6, 85 1/8; No. 7, 85 1/8; No. 8, 85 1/8; No. 9, 85 1/8; No. 10, 85 1/8; No. 11, 85 1/8; No. 12, 85 1/8; No. 13, 85 1/8; No. 14, 85 1/8; No. 15, 85 1/8; No. 16, 85 1/8; No. 17, 85 1/8; No. 18, 85 1/8; No. 19, 85 1/8; No. 20, 85 1/8; No. 21, 85 1/8; No. 22, 85 1/8; No. 23, 85 1/8; No. 24, 85 1/8; No. 25, 85 1/8; No. 26, 85 1/8; No. 27, 85 1/8; No. 28, 85 1/8; No. 29, 85 1/8; No. 30, 85 1/8; No. 31, 85 1/8; No. 32, 85 1/8; No. 33, 85 1/8; No. 34, 85 1/8; No. 35, 85 1/8; No. 36, 85 1/8; No. 37, 85 1/8; No. 38, 85 1/8; No. 39, 85 1/8; No. 40, 85 1/8; No. 41, 85 1/8; No. 42, 85 1/8; No. 43, 85 1/8; No. 44, 85 1/8; No. 45, 85 1/8; No. 46, 85 1/8; No. 47, 85 1/8; No. 48, 85 1/8; No. 49, 85 1/8; No. 50, 85 1/8; No. 51, 85 1/8; No. 52, 85 1/8; No. 53, 85 1/8; No. 54, 85 1/8; No. 55, 85 1/8; No. 56, 85 1/8; No. 57, 85 1/8; No. 58, 85 1/8; No. 59, 85 1/8; No. 60, 85 1/8; No. 61, 85 1/8; No. 62, 85 1/8; No. 63, 85 1/8; No. 64, 85 1/8; No. 65, 85 1/8; No. 66, 85 1/8; No. 67, 85 1/8; No. 68, 85 1/8; No. 69, 85 1/8; No. 70, 85 1/8; No. 71, 85 1/8; No. 72, 85 1/8; No. 73, 85 1/8; No. 74, 85 1/8; No. 75, 85 1/8; No. 76, 85 1/8; No. 77, 85 1/8; No. 78, 85 1/8; No. 79, 85 1/8; No. 80, 85 1/8; No. 81, 85 1/8; No. 82, 85 1/8; No. 83, 85 1/8; No. 84, 85 1/8; No. 85, 85 1/8; No. 86, 85 1/8; No. 87, 85 1/8; No. 88, 85 1/8; No. 89, 85 1/8; No. 90, 85 1/8; No. 91, 85 1/8; No. 92, 85 1/8; No. 93, 85 1/8; No. 94, 85 1/8; No. 95, 85 1/8; No. 96, 85 1/8; No. 97, 85 1/8; No. 98, 85 1/8; No. 99, 85 1/8; No. 100, 85 1/8.

NEW YORK, AUG. 6.

The astounding fact, which alluded to in a Washington despatch a few days ago, relates to land warrants. The parties concerned in it are said to be a distinguished head of a bureau in Washington, a clerk, and a broker in this city. The amount of the trust is nearly \$150,000.

NEW YORK, AUG. 6.

A letter, dated Hong Kong, May 25, says that the U. S. frigates Susquehanna and Mississippi, and the U. S. sloops of war Plymouth and Supply, would leave in about a month for Japan.

Boston, Aug. 5, 1853.

Papers have been received here from Georgetown, British Guiana, to July 18. They report that there was considerable dissatisfaction at the result of the importation of Chinese Coolies, who were very quarrelsome. The bark Apollone had arrived from Calcutta with 100 Coolies. Twenty others had died on the passage. Four hundred more Chinese Coolies had been contracted for, and were expected. They were the offspring of the Chinese Nation.

ENGLAND.

In the House of Lords on the 18th Lord Clarendon stated that an answer, in entire conformity with the note published by the French Government, had been returned to the last diplomatic note of Count Nessle.

London, July 18.—The funds opened favorable on Tuesday, and advanced 1/4 d. during the day, closing buoyant 98 1/2. The same papers have details of the "Fuzuelian Revolution, of which the Province of Cumana seems to be the head quarters. They had formed a Provisional Government, and had taken measures for a Convention of the disaffected Provinces to form a Confederation. General Thadeo, a General of Monagas was marching against them at the head of 3,000 men. The Monagas family had sent 7,000 doubloons for safe keeping.

THE TRINIDADIAN.

The Trinidadian thinks that the Venezuelans are unfit to be free, and that an American Rifle Corps had better take possession of the country and govern it. A fleet of steamers, with troops on board, had been despatched from—, for

on the other hand the County of Huron depends upon Bruce as a great field for its present and future trade. We would suggest to our friend the Reeve of Kincardine, that a little agitation at the Council Board to open up the Lake shore road to and through the new County, would not ultimately be without effect, and would serve the purpose of Bruce at the present time, probably more than any other local project, but we hardly think that opposition and misrepresentation of what the people of Huron believe to be useful and paying undertakings will at all facilitate amicable arrangements at the Council Board, for the mutual improvement of the two Counties. We think the allusion to the Warden especially out of place, as every person, acquainted with that gentleman, is well aware that the sentiment attributed to him could not find even a momentary resting place in his mind.

BUFFALO BRANTFORD AND GODERICH RAILROAD.

This noble work, as many of our readers are aware is now progressing very rapidly in the hands of the energetic contractors. The number of men employed are continuing to increase, and the cuttings already made look very promising. We are glad to have an opportunity to submit a report, which we take from the Buffalo Commercial Advertiser, believing it to possess many features of interest:—

STATEMENT OF FINANCES OF THE BUFFALO, BRANTFORD AND GODERICH RAILROAD.

By receipts for stock \$213,556 1/2
By convertible bonds, 555,555 55
By sundry balances due 310 25
Total 769,422 45

THE TURKISH QUESTION.

This question, which has so long placed in jeopardy the peace of Europe, is now apparently about to be amicably settled, although the position assumed by England and France is to some extent sacrificed, the arbitrary demands of Russia virtually partially allowed and poor Turkey compelled to pocket the insult of her haughty and encroaching neighbor. Peace is certainly won a small sacrifice, but Russia, the haughty and unscrupulous aggressor, ought deservedly to be humbled.

LAUNCH.—On Saturday last the new Schooner just built for Messrs. Watson & Co., was launched. She is as fine well constructed vessel and is named we believe the "Mary Watson". She is to be sailed by Capt. Hays who is also part owner.

SUSPENSION BRIDGE.—The progress of this work has been temporarily stopped owing to a contemplated change in the plan of the structure. The settlement with the Contractors was left to the arbitration of Wm. Piper, Esq., of Goderich, on behalf of the Council, and Peter Ferguson, Esq., of Stratford, on behalf of the Contractors who selected Wm. Day, Esq., of Guelph, as referee. The amount of award is £300 7 1/2, which also includes the arbitration expenses.

ELECTION IN ST. PATRICK'S WARD.

The election of a Councilman consequent upon the death of the late Captain Marwood came off on Tuesday last. James McMahon, Esq., was returned without opposition.

Communications.

Letter to the Freeholders and Household-ers of the County of Huron by William Fraser, Reeve of Kincardine. Gentlemen,—It is with the greatest reluctance that I am thus forced, in self defence and in support of justice, equity and the interest of my constituents, to intermeddle in your affairs, or publicly express an opinion as to the wisdom or utility of any enterprise which your chosen representatives may either favour or adopt. But

By this route Detroit becomes united by rail with her sister city, Buffalo; which the intermediate commercial depot of the produce of the west, from the upper lakes en route to the Atlantic cities, and already connected with her by close business relations, a large portion of the travel will be drawn off from the Great Western, at the Paris junction, and taken this line to Buffalo. In this manner her Railway connection with the Eastern cities will doubtless contribute a considerable business to pass west by the same route. The road again connects, at Stratford, with the Provincial Grand Trunk Line, now about to be constructed, extending east and west, from which all passengers for the United States must be attracted by this road, being the only direct road to the American frontier which connects with it west of Ogdensburg. With these termini and connections combined to the resources, cultivation, wealth, and population of the intermediate country, together with the facilities derived from favorable grades for the construction of the road at a low first cost, the Directors continue impressed with the conviction that the undertaking will prove largely profitable to the shareholders, while it confers innumerable advantages upon all the municipalities whose inhabitants have, in a manner alike judicious and spirited, supported the enterprise from its first projection. Upon the line of the road in Canada, the greatest unanimity in favor of the project appears to prevail, and the several departments of the Government seem desirous of affording every facility and encouragement to the Company. A liberal charter has been granted, the additional funds required have been raised upon favorable terms, and the negotiation of the sale of municipal debentures have been undertaken by the Provincial government; thus protecting the company against an anticipated loss on such debentures of 25 to 15 per cent. The report of Mr. William Wallace, the Engineer of the road, accompanied the statement of the Directors, and gives a very favorable account of the progress and prospects of the work. The following is his estimate for the Goderich extension: Clearing, Grubbing and Grading, including all the necessary bridges and culverts, and also the site as per contract... \$50,000

STATEMENT OF FINANCES OF THE BUFFALO, BRANTFORD AND GODERICH RAILROAD.

By receipts for stock \$213,556 1/2
By convertible bonds, 555,555 55
By sundry balances due 310 25
Total 769,422 45

THE TURKISH QUESTION.

This question, which has so long placed in jeopardy the peace of Europe, is now apparently about to be amicably settled, although the position assumed by England and France is to some extent sacrificed, the arbitrary demands of Russia virtually partially allowed and poor Turkey compelled to pocket the insult of her haughty and encroaching neighbor. Peace is certainly won a small sacrifice, but Russia, the haughty and unscrupulous aggressor, ought deservedly to be humbled.

LAUNCH.—On Saturday last the new Schooner just built for Messrs. Watson & Co., was launched. She is as fine well constructed vessel and is named we believe the "Mary Watson". She is to be sailed by Capt. Hays who is also part owner.

SUSPENSION BRIDGE.—The progress of this work has been temporarily stopped owing to a contemplated change in the plan of the structure. The settlement with the Contractors was left to the arbitration of Wm. Piper, Esq., of Goderich, on behalf of the Council, and Peter Ferguson, Esq., of Stratford, on behalf of the Contractors who selected Wm. Day, Esq., of Guelph, as referee. The amount of award is £300 7 1/2, which also includes the arbitration expenses.

ELECTION IN ST. PATRICK'S WARD.

The election of a Councilman consequent upon the death of the late Captain Marwood came off on Tuesday last. James McMahon, Esq., was returned without opposition.

Communications.

Letter to the Freeholders and Household-ers of the County of Huron by William Fraser, Reeve of Kincardine. Gentlemen,—It is with the greatest reluctance that I am thus forced, in self defence and in support of justice, equity and the interest of my constituents, to intermeddle in your affairs, or publicly express an opinion as to the wisdom or utility of any enterprise which your chosen representatives may either favour or adopt. But

By this route Detroit becomes united by rail with her sister city, Buffalo; which the intermediate commercial depot of the produce of the west, from the upper lakes en route to the Atlantic cities, and already connected with her by close business relations, a large portion of the travel will be drawn off from the Great Western, at the Paris junction, and taken this line to Buffalo. In this manner her Railway connection with the Eastern cities will doubtless contribute a considerable business to pass west by the same route. The road again connects, at Stratford, with the Provincial Grand Trunk Line, now about to be constructed, extending east and west, from which all passengers for the United States must be attracted by this road, being the only direct road to the American frontier which connects with it west of Ogdensburg. With these termini and connections combined to the resources, cultivation, wealth, and population of the intermediate country, together with the facilities derived from favorable grades for the construction of the road at a low first cost, the Directors continue impressed with the conviction that the undertaking will prove largely profitable to the shareholders, while it confers innumerable advantages upon all the municipalities whose inhabitants have, in a manner alike judicious and spirited, supported the enterprise from its first projection. Upon the line of the road in Canada, the greatest unanimity in favor of the project appears to prevail, and the several departments of the Government seem desirous of affording every facility and encouragement to the Company. A liberal charter has been granted, the additional funds required have been raised upon favorable terms, and the negotiation of the sale of municipal debentures have been undertaken by the Provincial government; thus protecting the company against an anticipated loss on such debentures of 25 to 15 per cent. The report of Mr. William Wallace, the Engineer of the road, accompanied the statement of the Directors, and gives a very favorable account of the progress and prospects of the work. The following is his estimate for the Goderich extension: Clearing, Grubbing and Grading, including all the necessary bridges and culverts, and also the site as per contract... \$50,000

STATEMENT OF FINANCES OF THE BUFFALO, BRANTFORD AND GODERICH RAILROAD.

By receipts for stock \$213,556 1/2
By convertible bonds, 555,555 55
By sundry balances due 310 25
Total 769,422 45

THE TURKISH QUESTION.

This question, which has so long placed in jeopardy the peace of Europe, is now apparently about to be amicably settled, although the position assumed by England and France is to some extent sacrificed, the arbitrary demands of Russia virtually partially allowed and poor Turkey compelled to pocket the insult of her haughty and encroaching neighbor. Peace is certainly won a small sacrifice, but Russia, the haughty and unscrupulous aggressor, ought deservedly to be humbled.

LAUNCH.—On Saturday last the new Schooner just built for Messrs. Watson & Co., was launched. She is as fine well constructed vessel and is named we believe the "Mary Watson". She is to be sailed by Capt. Hays who is also part owner.

SUSPENSION BRIDGE.—The progress of this work has been temporarily stopped owing to a contemplated change in the plan of the structure. The settlement with the Contractors was left to the arbitration of Wm. Piper, Esq., of Goderich, on behalf of the Council, and Peter Ferguson, Esq., of Stratford, on behalf of the Contractors who selected Wm. Day, Esq., of Guelph, as referee. The amount of award is £300 7 1/2, which also includes the arbitration expenses.

ELECTION IN ST. PATRICK'S WARD.

The election of a Councilman consequent upon the death of the late Captain Marwood came off on Tuesday last. James McMahon, Esq., was returned without opposition.

Communications.

Letter to the Freeholders and Household-ers of the County of Huron by William Fraser, Reeve of Kincardine. Gentlemen,—It is with the greatest reluctance that I am thus forced, in self defence and in support of justice, equity and the interest of my constituents, to intermeddle in your affairs, or publicly express an opinion as to the wisdom or utility of any enterprise which your chosen representatives may either favour or adopt. But

By this route Detroit becomes united by rail with her sister city, Buffalo; which the intermediate commercial depot of the produce of the west, from the upper lakes en route to the Atlantic cities, and already connected with her by close business relations, a large portion of the travel will be drawn off from the Great Western, at the Paris junction, and taken this line to Buffalo. In this manner her Railway connection with the Eastern cities will doubtless contribute a considerable business to pass west by the same route. The road again connects, at Stratford, with the Provincial Grand Trunk Line, now about to be constructed, extending east and west, from which all passengers for the United States must be attracted by this road, being the only direct road to the American frontier which connects with it west of Ogdensburg. With these termini and connections combined to the resources, cultivation, wealth, and population of the intermediate country, together with the facilities derived from favorable grades for the construction of the road at a low first cost, the Directors continue impressed with the conviction that the undertaking will prove largely profitable to the shareholders, while it confers innumerable advantages upon all the municipalities whose inhabitants have, in a manner alike judicious and spirited, supported the enterprise from its first projection. Upon the line of the road in Canada, the greatest unanimity in favor of the project appears to prevail, and the several departments of the Government seem desirous of affording every facility and encouragement to the Company. A liberal charter has been granted, the additional funds required have been raised upon favorable terms, and the negotiation of the sale of municipal debentures have been undertaken by the Provincial government; thus protecting the company against an anticipated loss on such debentures of 25 to 15 per cent. The report of Mr. William Wallace, the Engineer of the road, accompanied the statement of the Directors, and gives a very favorable account of the progress and prospects of the work. The following is his estimate for the Goderich extension: Clearing, Grubbing and Grading, including all the necessary bridges and culverts, and also the site as per contract... \$50,000

STATEMENT OF FINANCES OF THE BUFFALO, BRANTFORD AND GODERICH RAILROAD.

By receipts for stock \$213,556 1/2
By convertible bonds, 555,555 55
By sundry balances due 310 25
Total 769,422 45

THE TURKISH QUESTION.

This question, which has so long placed in jeopardy the peace of Europe, is now apparently about to be amicably settled, although the position assumed by England and France is to some extent sacrificed, the arbitrary demands of Russia virtually partially allowed and poor Turkey compelled to pocket the insult of her haughty and encroaching neighbor. Peace is certainly won a small sacrifice, but Russia, the haughty and unscrupulous aggressor, ought deservedly to be humbled.

LAUNCH.—On Saturday last the new Schooner just built for Messrs. Watson & Co., was launched. She is as fine well constructed vessel and is named we believe the "Mary Watson". She is to be sailed by Capt. Hays who is also part owner.

SUSPENSION BRIDGE.—The progress of this work has been temporarily stopped owing to a contemplated change in the plan of the structure. The settlement with the Contractors was left to the arbitration of Wm. Piper, Esq., of Goderich, on behalf of the Council, and Peter Ferguson, Esq., of Stratford, on behalf of the Contractors who selected Wm. Day, Esq., of Guelph, as referee. The amount of award is £300 7 1/2, which also includes the arbitration expenses.

ELECTION IN ST. PATRICK'S WARD.

The election of a Councilman consequent upon the death of the late Captain Marwood came off on Tuesday last. James McMahon, Esq., was returned without opposition.

Communications.

Letter to the Freeholders and Household-ers of the County of Huron by William Fraser, Reeve of Kincardine. Gentlemen,—It is with the greatest reluctance that I am thus forced, in self defence and in support of justice, equity and the interest of my constituents, to intermeddle in your affairs, or publicly express an opinion as to the wisdom or utility of any enterprise which your chosen representatives may either favour or adopt. But