

"There is also the Grand Trunk Railway; but this is a subject respecting which there is much doubt. According to the promise made by the Hon. Mr. Hincks, it is intended to commence the work simultaneously at both ends. If this is determined upon, go ahead with it, say we; the district through which it is to pass will be all the richer for the money expended in making the road. But there are men in England looking with hope to the construction of the Halifax and Hamilton Grand Trunk Railroad, and should it tend to better them, there is all the more reason to proceed with it, as the province, in the end, would benefit by their introduction into Canada. The workmen of Great Britain and Ireland have turned their eyes towards the undertaking as a means of opening for them a chance of bettering their condition, and if the hopes entertained are realized, 1852 will be a period long to be remembered by the workmen of England also.

In view of the recent completion of the telegraph cable across the Pacific, and the sending of the globe-circling message from Ottawa, the following extract from the Recorder of this date will be of interest:—

"At a banquet given on the occasion of the opening of the sub-marine telegraph between England and France, Mr. John Brett stated that it was over a cup of tea, early in 1845, that his brother and he first discussed the project, the successful completion of which they were then celebrating; and in the month of July of the same year, they drew up a plan for not only uniting England and France, but Ireland and the most distant colonies in India. Some of the most eminent engineers, he said, regarded the scheme as impracticable, but the jest of yesterday was the fact of to-day. Mr. Brett mentioned this remarkable fact, that in 1666, one Gilbert published a book, in which he said that the day was not far distant when men would be able to communicate from one end of the world to the other by means of electricity. This prediction may now be said to be in course of realization, if not actually realized; and Mr. Brett believes that 'not only Paris and Vi-

enna, but Constantinople, Calcutta, Peking and America, will, in a few years, be our next door neighbor.' " It is 236 years since Mr. Gilbert wrote his book, but his prediction has at last come true.

Married—In Yonge, on the 23rd inst., by the Rev. J. H. Johnson, Mr. Daniel Derbyshire, of Yonge, to Mrs. Phebe Harrington, of Elizabethtown.

In Elizabethtown, on the same day, by the same, Mr. Michael Hemenway, of Lansdowne, to Miss Julia Shipman, of Brockville.

Born—At Brockville, on the 21st inst., the lady of C. E. Jones, Esq., of a daughter.

JANUARY 8, 1852.

The municipal elections in the town of Brockville had been held. In the West Ward there was no poll, the four candidates proposed, viz., Messrs. Lothrop, Peden, Beecher and McCullough having agreed, with the consent of Mr. Beecher, that Messrs. Lothrop, Peden and McCullough should be the members, and Mr. Beecher, the returning officer declared them elected. Mr. J. G. Leavitt was elected inspector of licenses. In the centre ward, the candidates were Messrs. Allan Turner, W. H. Ellerbeck, R. Fitzsimmons, John Anderson and James Nicolson. The three first mentioned were elected. G. W. Arnold was returning officer. A. B. Dana was elected inspector of licenses for this ward. In the east ward there were also five candidates, viz.: Chas. Edward Jones, John Reid, James Parr, R. McSween, and John McElhinney. The three first mentioned were elected. John Taylor for the office of inspector of licenses, and the former got 45 votes to the latter's 21.

In Elizabethtown, the Reform candidates were Messrs. Coleman, Watrous, Row, Howard and Manhart. The Tory ticket was composed of Messrs. Godkin, Bell, Stewart, Horton and Glazier. Out of the above, four Tories and one Reformer were