



Business Directory.

DR. W. A. LIDDELL, House adjoining Rev. A. Palmer. Guelph, Feb. 11, 1850. 190

JOHN HARRISON, Joiner, Builder & Cabinet Maker, GUELPH. Plans, Specifications, Estimates, &c. for Buildings.

ALEXANDER ALLAN, NOTARY PUBLIC AND CONVEYANCER, Waterloo, by Preston.

MESSRS. McNAB & MARTIN, Attorneys, Solicitors, Conveyancers, &c., Office under the "Advertiser" Office, MARKET SQUARE, GUELPH.

MARRIAGE LICENSES. ALL persons may obtain MARRIAGE LICENSES at the residence of the Agent, half a mile from Guelph, on the York Road.

RICHARD FOWLER BUDD, Guelph, Feb. 29, 1851. 191-f

REMOVAL. MR. JARVIS, BARRISTER AND ATTORNEY-AT-LAW, SOLICITOR IN CHANCERY, CONVEYANCER, &c.

H. GREGORY, ORNAMENTAL PAINTER & GLDOR, DUNDAS.

ROBERT OSBORNE, Watch Maker and Jeweller, VICTORIA BUILDINGS, KING ST., HAMILTON.

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MR. J. DAVIS, BARRISTER AND ATTORNEY-AT-LAW, Solicitor in Chancery, and Notary Public, GUELPH.

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Cooking, Parlor & Plate Stoves of all Sizes and Patterns.

CAREY'S PATENT THRASHING MACHINES. The most approved in the Province always on hand.

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THE increasing demand for this valuable Medicine has induced the proprietor to appoint the following agents:—Mr. OLIVER, Galt; Mr. HESSELER, New Hope; Mr. WATSON, Fergus; and Mr. PHILIP, Elora; where they may now be obtained. Price 1s. 3d. per box.

Guelph, Oct. 21, 1850. 174

Deferred Articles.

Post-Office.—We are much pleased to see it announced even at this late date that the new Post Office law will go into operation on the 5th of April.

St. Louis, Feb. 25. Awful Steamboat Explosion and Loss of Life.—On Sunday, a ferry boat here burst her boiler, by which the fore part of the cabin was completely wrecked.

W. L. Mackenzie, Esq.—We are happy to hear that this gentleman is canvassing the County of Haldimand with every prospect of success.

Anti-Slavery Society.—On Wednesday evening last, an anti-slavery meeting was held in the city hall, in Toronto, his Worship the Mayor, in the chair.

Lecture on Temperance.—On Friday evening Miss Maria Lamas delivered a Temperance lecture, in the Episcopal Methodist Church, Hamilton, which was, we are informed, of a superior character.

The Aberdeen Journal notices a remarkably rapid passage from China by an Aberdeen clipper; the vessel made the passage from St Helena to the Downs in thirty-two days the shortest time in which the run has ever been accomplished.

Tornado in Tennessee.—A terrible tornado nearly destroyed the town of Fayetteville, Tenn, on the 24th ult. Several lives were lost, and many persons seriously injured.

Prince Edward's Island.—By the Royal Gazette we observe that a letter recently received from the new Lieutenant Governor Alexander Bannerman, states that his Excellency would take passage in the steamer Europa.

The Quebec Chronicle says that the contract for building two wings to "Spencer Wood," at Cap Rouge, the future residence of His Excellency the Governor General, has been given to Mr Merivale, the gentleman, we believe, who built the Lunatic Asylum at Beauport.

The Herald, from Behring's Straits, has arrived at the South Sea Islands, without any intelligence of Sir J Franklin.

Kidnapping in Philadelphia.—The telegraph from Philadelphia, on Saturday night, says that George S. Albert was convicted, on Friday, in the Court of Criminal Sessions, on a charge of kidnapping a child, named Joel Henry, and taking it to Maryland, where it was sold into slavery.

Removal of the Seat of Government.—The next removal of the seat of Government will make the fourth removal during the brief existence of the Union of the Provinces.

Matrimonial.—Lately, upwards of 70 couples were married at the High Church, Glasgow, (Scotland) being the largest number who have passed through that ordeal in that office, in one day, since the Reformation.

WASHINGTON, March 4.

Defeat of the Reciprocity Bill.—Adjournment of Congress.—Both Houses brought their labors to a close to-day, and adjourned sine die.

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RAILROAD FROM TORONTO TO GUELPH.

The annexed letter from John W. Gwynne, Esq., to the Editor of the Globe—advocating the propriety and advantages of a Railroad from Toronto, via Guelph, to London and Goderich, will interest many of our readers:—

It is not a subject, to the subject of railroads, which has occupied the attention of the public, more or less, for the last six years, has at length become of sufficient importance to call for editorial notice and support upon your part.

Although I differ with you wholly, as to the "infants superiority," which you attribute to a road from Toronto to Hamilton, over any other, you will, I doubt not, give me observations a place in your paper, with a view to attracting the attention of others better able than myself to form a correct judgment upon the subject, as it is a matter of opinion in the result of which, as it appears to me, the citizens of Toronto, are very materially interested.

It is neither selfish nor narrow-minded in us to keep our eyes open to this fact, that our interests are distinct, and that ours require a very different line, westward, from the Great Western. A road from Hamilton to Toronto along the lake shore, and not over the head of western necessity have to be conveyed a particle of the import or export commodities of the country.

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only everything to the south of it; but everything

this 15 miles to the south of it; and although it would offer facilities for communicating with the Western States, only during the navigation being open, it would, during that period, command the greater part of the western Emigration, and no small share of the transport of western imports and exports, as by this route a saving in distance of about 350 miles would be effected, and the navigation of Lake Erie and the passage of the Welland Canal would be avoided.

In fact, dear Sir, I submit for the consideration of the public, that a Road from Toronto to Guelph, branching from there to London and Goderich, constitutes the true Great Western Railroad of Canada, and that these are the routes which Toronto should strain every nerve to have constructed.

Goderich possesses advantages which will induce others to connect it with London by Railroad, unless we should be the first to leave the field; and in such an event Toronto would be deprived of her position of being the mart to supply the extensive country to the west of us. But if we cannot all agree as to the advantage Toronto would derive from a road to Goderich, let the citizens come forward and secure the road through Guelph to London, and I do not fear but that, with the assistance of the other municipalities, the branch from Guelph to Goderich will be proceeded with simultaneously. I have given the notice for a line from Guelph to London. The Toronto and Goderich charter requires us to go to Guelph, so that if we should be able to agree to put our shoulders to the wheel in good earnest, and give a long shove, and a strong shove, and a shove all together, we may get Toronto out of the mud yet. After these roads are made we may, but not until then, can we, in my opinion, think of constructing a Lake-ere Road to Hamilton.

I am, Sir, Your obedient servant, JOHN W. GWYNNE, King Street, Toronto, 27th Feb., 1851.

DERIVATION OF THE NAME CANADA.

It is ever a matter of some interest, especially to the young, to know the occasion of circumstances which may have given rise to the name of the country of their nativity or adoption; and this interest seems sometimes to be heightened in proportion to the mysteriousness of its origin. In respect to our own Province, though yet in its infancy, the origin of its name—"Canada"—is a matter of speculation for the curious; and as few of our readers are familiar with those speculations, we have thought that the following would not be out of place.

Some writers, in offering their learned conjectures on this subject, tell us that Canada is derived from the Indian word, "Can," meaning "a canoe," and "Nada," here; "Nada" nothing here.

Others have advanced the hypothesis that the name "Canada" comes from the Iroquois tongue, the Indian term being "Kanata," a word which signifies an assemblage of houses, a city or town.

Others, again, have supposed that the name which it bears was first applied to the Colony by the French, in honor of Monsieur Cané, a French Nobleman.

A fourth conjecture, relative to the derivation of the name, Canada, is, that it comes from two Indian words, "Can," meaning "a canoe," and "Nada," meaning the mouth of the country; and probably applied to the Gulf of the St. Lawrence and mistook for the name of the country.

A fifth speculation is, that "Canada" is a name derived from the Spanish, "El Cuyo de Nada," the English of which is, Cays of Nothing. Napassee Bay.

EVICTIION OF THE BARRA ISLANDERS.

My predictions respecting the people of the Hebrides, announced in your journal some time ago, are about to be verified to the very letter. The inhabitants of Long Island, especially those of the parish of Barra and of North Uist, impelled by hunger, have commenced leaving the island in scores.

A number of the poor-mountainers passed here a few days ago, for Glasgow, and some other place where they may obtain food to sustain life. Famine is driving them away from their own land to wander up and down through the south country as beggars, or otherwise, in order to preserve themselves and their children from starvation. The island of Barra, from where the first batch of emigrants set out, is the property of Colonel Gordon of Cluny—a gentleman of great wealth.

The tales of misery and of distress which the people narrate are truly heart-rending. They have evidently run off from the island, not only because famine prevailed, but also because of the cruel conduct of Colonel Gordon's underlings. First of all they were ejected from their houses, in which they and their professors resided under the MacNells of Barra for time immemorial; and after that, they were most unwarrantably and unmercifully dragged out of the temporary tents and wigwags, they erected for shelter, on the sea-shore, and in clefts of the rocks. Children were brought down in creels from the caves in the rocks, where they and their parents took shelter from the inclemency of the weather. Females were pulled out, by the legs from the tents; the MacNells of Barra's officers and by the courtiers. The heads of families were threatened with imprisonment, if they should show resistance; and they were all informed that, if they military would soon come and cut them down like cabbages, or drive them over the rocks into the sea.—Dunoon Correspondent of Inverness Ad.

A CRIMINAL TRIAL AT COPENHAGEN.

The criminal trial at Copenhagen, terminated on the 6th, the trial of a band of 25 persons, for having committed, at different times, 349 crimes of various degrees. This trial commenced in 1842, and thus lasted nine years. The chief of the band was a man named Frederic, and he was accused of having led himself committed 22 murders, 14 incendiary fires, and 142 robberies. He was condemned to be crushed on the wheel, beginning with the feet; afterwards to have his body hurled to the common hangman, and the ashes thrown to the wind. Two of the others were condemned to slavery, or labor in the hulks for life; seven to hard labor for life in a fortress; six to thirty, and twelve to twenty years imprisonment, with hard labor in penitentiary on bread and water.

GREY MARBLES FOR THE EXHIBITION.

It is suggested that the Exhibition in Hyde Park should include a testimonial to the Colonial Secretary, as a contribution from the dependencies of the British Empire to the works of ornamental industry. The tribute to the noble Earl, it is proposed, should consist of a piece of allegorical sculpture, representing Discontent and Dissatisfaction employed in severing the ties which binds Australia to Britannia.—Punch.