

"Kingston and John A. Macdonald are still united. An effort was made to run Mr. Counter in opposition, but no proper steps were taken to secure success. Mr. Macdonald may, therefore, be said to have walked the course.

"Grenville—sober, sedate old Grenville—although a little sickle towards Mr. Burritt, has not deserted her principles, neither was she coy of her favors to Mr. Patrick, having thrown her sturdy arms around him and placed him at the head of the poll."

In the election the opposition took eight seats from the Reformers, while five were taken from the opposition, giving the latter a nominal increase of three.

The ceremony of turning the first sod on the Galt branch of the Great Western Railway took place on Thursday last.

On the 20th inst. a run of stones in Dr. Peter Schofield's grist mill burst and injured Mr. Woodford, the foreman of Colton's foundry, and a Mr. Brown, also in the employ of Mr. Colton, who erected the machinery in the mill.

"The party of progress and economy" in Elizabethtown had nominated the following municipal ticket:

For councillors—Henry Row, Edward Howard, Seaman Manhard, Richard Coleman, jr., Liberty Watrous.

For inspectors—Peter Mott, Henry Manhard, Wm. Olds.

The Brockville and Prescott Road Company declared a dividend of five per cent. on the capital stock. Robert Hervey was secretary of the company. The Farmersville Plank Road Company, W. Landon, secretary, declared a dividend of four per cent.

JAN. 1, 1852.

This issue of the Recorder marked the opening of a new year, and Editor Wylie in wishing his readers the compliments of the season, said:

"We have now opened on the important year of 1852. To England and to Canada we trust it will bring

peace and prosperity. The year just closed has bestowed many favors on both countries, and it belongs to the people to take advantage of them for their own improvement. If they do not, the year 1852 may pass away and leave them behind the age. Progress being a strong characteristic of man, fault will be at the door of the people, should 1853 find them no farther in the march of improvement than they are now.

"Do we hear anyone exclaim 'what can we do?' To such we would say, are there no railroads to build? Have not the things which in former years were only shadows, now become realities? In what district of Upper Canada, at least, are the people without incentives to do something for the good of the country? It is well known that the people of Leeds and Grenville will have much to do in 1852. The exploration of the route from this place to Lake Huron will speedily be terminated, and a splendid route it is said to be. To make a railroad over that route a and Thomas Hume were candidates charter must be obtained and stock subscribed. The exertions of the people are, therefore, required in order to place this railroad on the list of certainties.

"Next to this is the building of a bridge across the St. Lawrence at a point most favorable, a little below the east end of the town. Last week we stated there were two islands in a line on which supports for the bridge could be raised. In this we were in error, because there are three islands, just as if Providence had intended them for the purpose. Are we then to sit idly down and sigh that there is nothing we can do to improve our country, when prosperity seems to be opening her hands to drop her rich rewards into our midst? No. Let not posterity have it to say that golden opportunities were offered to us and that we were too idle or stubborn to pluck the yellow fruit brought within our reach. The year 1852 must be an important era in the history of this district—to make it so, nothing is wanting but the will—and every district in the country having similar opportunities offered, have we not reason to look upon 1852 as the harbinger of great things for Canada.