

# THE GREAT WESTERN SINGNA

"THE GREATEST POSSIBLE GOOD TO THE GREATEST POSSIBLE NUMBER."  
VOLUME III. GODERICH, COUNTY OF HURON, (C. W.) THURSDAY, JUNE 13, 1850. NUMBER XIX.

**TEN SHILLINGS IN ADVANCE.**  
**POETRY.**  
**THE BALL-ROOM BELLE.**  
BY GEORGE F. MORRIS.  
The moon and all her starry train,  
Were fading from the morning sky,  
When home the ball-room belle came,  
Returned, with throbbing pulse and brain,  
Flushed cheek and tearful eye.  
The plume that danced above her brow,  
The gem that sparkled in her zone,  
The scarf of snowy tulle and gauze,  
Were laid aside—they mocked her now,  
When desolate and lonely she.  
That night how many hearts she won!  
The reigning belle, she could not stir,  
But, like the planets round the sun,  
Her orbit followed—but one—  
One all the world to her!  
And she had lost him—miserable woe!  
That lady's eyes with tears were wet!  
Though love by man is soon forgone,  
It never yet was woman's lot  
To love and to be forgotten.

**THE CUBAN EXPEDITION—ITS FAILURE.**  
The piratical expedition that sailed from the United States under command of Gen. Lopez, upon the Island of Cuba, has had a short run and an unsuccessful termination. It appears that Lopez landed at Cardenas, a small town on the northwest of the Island, about ninety miles from Havana, on the 19th instant, with about 500 men, and took possession of the town, the garrison, according to some accounts, consisted of only about 60 men, and after making a slight resistance, with two or three killed, surrendered. The Count of Alor, Governor Gen. of the Island, issued a proclamation declaring the Island in a state of siege, and all the islands and adjoining waters in a state of blockade. Some little excitement among the mercantile community of the Island and movements of troops followed the landing of Lopez; but this was not of long duration for Lopez was soon too happy to escape, leaving some of his deluded adherents in the hands of Spanish justice or revenge. The planters of the Island, however, tried many of them may be, and doubtless a large number of the expedition were too much sensible to hazard their fortunes and lives by openly assisting so manifest and criminal a project as that of Lopez. It appears that there were 5,000 regular troops at Porto Rico, and 20,000 at Cuba. Altogether 50,000 armed men could have been brought into the field if necessary, and of them being well disciplined soldiers. To expect that a handful of foreigners could do anything against such a force would indeed be preposterous. Lopez landed in the Croyde, in which he had sailed from New Orleans, to Lwanahab. The rendezvous of the expedition were two small islands named the Isle of Contoy and the Isle of Mageres, near the northern extremity of the peninsula of Yucatan. They left the former of these islands on the 10th, sailing for Cardenas, which is almost in a direct line, where they landed three days after. In the skirmish with the Spanish authorities the invaders lost two men killed and twelve wounded. Captain Logan, one of the wounded, died next day. The invaders were unable to have made any attempt to penetrate into the country; but they took flight almost immediately after landing, and narrowly escaped being captured by the Spanish man-of-war Star Pizarro, by which they were chased into Key West. The Collector, it seems, seized the Croyde for a violation of the revenue laws, and the men were assigned to the United States barracks for questioning. The expedition generally denounced by the United States Press; although it is likely to turn out that some individuals in New York subscribed money for it, and otherwise interested themselves in the enterprise. These parties are likely to be called to account by the United States authorities. The editor of a Spanish journal, La Verdad, published in that city has been arrested, and Miguel Teubal, the Secretary of the Junta in New York, has also been arrested for a breach of the neutrality laws. The editors of the Sun newspaper too are some how implicated in the business, and have been summoned to answer for their conduct. These parties will probably be tried forthwith before the United States Court now sitting.—*Examiner.*

**FROM CALIFORNIA.**  
The Alta California of the 20th of April, prepared for transmission by the steamer says:—  
Since the sailing of the last steamer, but little has transpired of any very particular interest, demanding any special notice, other than has been given from time to time in our columns.  
The election for county officers, which took place on the 1st of April, exhibited the fact that although party lines have been drawn they have not been drawn with such strictness as to prevent the people from exercising their own opinions. The ticket elected exhibits a fair admixture of whig and democratic principles. The election was a most exciting one, and conducted with spirit, but good feeling.  
During the early portion of the month, the announcement of the discovery of Trinidad Bay, and a safe harbor between this point and the Columbia, created much excitement, and produced a very great degree of speculation and interest. Parties were formed, vessels fitted out, and all were agog for the new El Dorado. The bay has been discovered, a landing effected, and according to our latest accounts, several flourishing towns were springing up upon the banks of the new bay. It is thought that this spot will be only second to the Bay of San Francisco, and will prove of the utmost advantage, as an easy and speedy mode of communication with the Northern mines. From all we can learn, it is not a safe harbor at all times, and our knowledge of the locality is as yet so imperfect that we cannot express a decided opinion upon its advantages. The fate of

Bache, Browning and Peoples, attendant upon its settlement, is a most affecting and gloomy incident.  
A meeting of merchants has been held for the purpose of regulating the price of gold dust, advancing its value from \$16 to \$17, and endeavoring to establish it as a currency. They also determined to reject the California coins and quacksilver gold in trade. The former proposition has been received with general disapprobation.—The mercantile community are averse to elevating its nominal value, considering it other than as an article of merchandise. The view which this paper took was the same, and has been most generally sustained. Business generally, although still dull, has materially improved since the sailing of the spring and summer trade are most flourishing.  
The mines have continued to be exceedingly productive wherever they have been worked, and extraordinary yields have rewarded the toil of many. The rivers still continue high, and upon the Sacramento, as great a rise has occurred as the serious apprehensions of another overflow have been entertained.  
A merchant's exchange and reading room has been established by an association of merchants, who have determined to form themselves into a Chamber of Commerce. Another exchange and reading room has also been started by a copartnership of the same class.  
The anniversary of the birth day of Henry Clay was celebrated with appropriate honors by a festival.  
The weather is now fairly settled, and we look forward with confidence to future prospects. The uncertain state in which California stands at Washington, is the only thing that creates any uneasiness in our State.  
The Pacific News of the same date remarks:—  
Since the issue of the last steamer edition the rains have ceased, and communications with the most of the mines has been fully re-established. A very perceptible revival of business is the consequence.  
There is no material variance in our late accounts from the mines from those of our last dates. All who work, still work unceasingly, make fair wages, even for California, though they must certainly labor under great disadvantages, until low water times. Emigrants are pouring into this city, and to the mines, in a constant stream, and we trust and believe that all their reasonable anticipations will be realized to the full.  
The Daily Alta of California of April 12, says:—  
The prospects for the spring business are growing more and more flattering every day, and all the signs of the times indicate that every branch of trade and industry will receive a fresh impetus in the course of a very few weeks. Preparations are making by mercantile houses, hitherto doing an extensive business, for a still farther display of energy and enterprise. Merchandise of every description specially ordered is expected every day, and large consignments are near at hand.  
There will be of a different character from last year, a mercantile community have generally determined not to trouble themselves with affairs of the patent diggers, diving mining and trading association, which succeeded, them so much trouble and so little profit last year. Large warehouses have recently been erected or are now in the process of erection for the occupation of old firms and new. The cheapness of lumber has induced hundreds to build, although rents have advanced themselves proportionably to the actual value of real estate and cost of building.  
Mechanics of all kinds find ready employment at terms richly remunerative, while the common laborer readily obtains work in consequence of the extensive improvements now being made by private enterprise.—There is no flagging on the part of our citizens, and every body is busily engaged in proving their possessions. The city is extending itself into the bay, and to the right and left with most surprising rapidity. Warehouses, piers and docks being commenced and erected upon the most extensive scale. As these piers are extended the land is filled in, and it has been in our Atlantic cities where a ship of the largest class could at one time enter, will only be made by some tall and commanding edifices, testing the pride and condition of commerce.  
Several respectable merchants have informed us that their business has increased beyond their expectations with the last two weeks and that they look forward with buoyant hopes to the spring business. The great number of up river towns which will all be made of more or less importance, will look to San Francisco to supply their wants and will create a constant activity in the market. The rich products of the mines will soon be pouring down upon us, and our confident and enterprising merchants will have the satisfaction of receiving liberal returns for their investments.  
MISCELLANEOUS.—There was a fire at the city of Sacramento on the 4th of April, which destroyed seven or eight buildings, and about fifty or sixty thousand dollars worth of property.  
As a characteristic incident of the go-a-head spirit of the California, it may be mentioned that on the same day the fire occurred a building was commenced on one of the sites, completed and opened to its customers on the same evening.  
CERIAL ANECDOTE.—An old clergyman was in the habit, as soon as he got into the pulpit, of placing his sermon in a crevice under the cushion, where he left it during the singing of the accustomed psalm. On Sunday he pushed the sermon book too far into the crevice and lost it. When the psalm was concluded, he called the clerk to bring him a Bible. The clerk, somewhat astonished at the unusual request, brought him a Bible as he desired. The Clergyman opened it, and thus addressed his congregation:—My brethren, I have lost my sermon; but I will read you a chapter in Job worth ten of it.

**TORONTO AND GODERICH RAILWAY.**  
From the Globe.  
LETTER FROM MR. GWYNNE,  
To the Honorable Wm. Hamilton Merritt, M. P.,  
Chief Commissioner of Public Works.  
KING STREET, MAY 27, 1850.  
MY DEAR SIR,—Your appointment to the office of Chief Commissioner of Public Works, induces me to bring again under your consideration the subject of a railroad from Toronto to Lake Huron, through the waste Crown Lands, North of the Huron Tract. In my letter to you of the 27th February, 1849, I endeavored to point out the very great benefit which the construction of the Toronto and Goderich railroad would confer upon the Province.  
As an instrument in promoting colonization and as a mode of deriving a very considerable revenue from the Crown Lands for educational and other purposes, that project still appears to me to possess superior advantages, which entitle it to the most favorable consideration of the Government and the Legislature. Not having been placed in possession of the reasons which induced the Government to decline granting the survey of the memorial of the Directors, asking for an appropriation of land, as contemplated by the Act incorporating the Company, I am unable to offer any argument in answer to such objections as may have influenced the minds of His Excellency's advisers in rejecting the proposition. It is possible that they may have been influenced by an apprehension that the Company would be converted from a Railroad into a Land Company.  
There is no person who could be more averse than myself to such a result taking place, and most undoubtedly every security should be taken against the possibility of such a result. The public mind is daily becoming more and more alive to the importance of a railroad from Toronto, which would command a fair share of the trade carried on between the Eastern and Western States of the neighbouring Union; and I cannot but think that upon a comparison of all the routes which have been suggested, and the respective advantages belonging to each, we shall find abundant reasons for adopting the opinion of the Committee of the House of Assembly in the Session of the year 1844 and 1845, referred to in my former letter to you, alluding to the very line projected by the Toronto and Goderich Railroad Company—namely, that a Railroad from Toronto to Goderich, is a work of such Provincial importance, "that it ought to be undertaken and completed, as a portion of the Public Works of the Province."  
We have, within the last twelve months, observed several of the Municipal Corporations of the Province evincing their opinion of the value of Railroad communications by expressing their desire to be enabled to issue Debentures to aid in their construction, upon the security of the respective localities through which they have been projected. The city of Montreal has, in the clearest manner, evinced its opinion as to the increased value which the Montreal and Portland line will attach to property within the city, and has issued Debentures to secure the completion of the road. The city of Toronto, I have no doubt, is likewise prepared to express its approbation of railroad communications, in favor of a line projected upon sound principles and in a proper direction. The experience of the United States upon this subject abundantly shows the propriety and wisdom of Corporate bodies pledging the security of their real estate as a mode of raising the necessary capital. In fact I do not think that there is now to be found a person who will not admit that in a new country like this, the increased value attached to real estate by a railroad, would be sufficient to pay for its construction between any two places possessing any of the slightest inducements for their being thus united. It seems then to me to be too apparent to require any argument, that if the public revenue would be very materially increased by the construction of a Railroad through the waste lands of the Crown, in the direction suggested, a direction which the summer traffic, (which is the traffic of the country), is admitted by most people to be the best for securing the trade between the Eastern and Western States, to pass through Canada.—  
We have, as you are aware, still left upwards of 1,500,000 acres of Crown Lands in the direction of the Toronto and Goderich Railroad. I do not think it is too much to expect that at least one-half of this quantity or 750,000 acres would be directly affected beneficially by the construction of the proposed road. Taking into consideration, village sites, mill sites, and the facilities for farmers and lumbermen to carry their produce and lumber to market, the average value of those 750,000 acres could not be less than 30s per acre, on the completion of the road. In the present condition of the country these lands are dear at 5s per acre; the country, therefore, would, upon the completion of the road, derive a benefit out of these 750,000 acres alone, of the amount of £285,000. It is expedient that the public should contribute towards bringing about so beneficial a result? And what contribution would be reasonable and proper under such circumstances? Surely one-fourth of the estimated increased value of the lands would not be too much? Would it, I ask, be impolitic for the Legislature to the amount of £200,000 to aid in the construction of a road which would, immediately upon its construction, put into the public coffers, a clear net profit of £285,000 to be devoted to those purposes of education in aid of which the Legislature during last session, set apart those Crown Lands? No mode occurs to my mind by which a revenue for educational or any other purpose, can ever be derived from these lands, except through the medium of a railroad as I propose. I put it to your experience. I put it to the experience at every public man whether it is not illusory to expect any sur-

plus income from these Crown Lands, unless a great railroad communication be constructed through them to increase their value?  
If then it is objected that it would be impolitic to set apart 500,000 acres as contemplated by the Act incorporating the Toronto and Goderich Railroad Company for the benefit of the Stockholders in that Company, it surely cannot be considered impolitic for the country to aid that project by the issue of debentures to the amount of £200,000 and by taking stock thereby to that amount. As regards the Halifax and Quebec Railroad, it has not been considered impolitic to devote the Crown Lands to the Company and to pay £20,000 per annum out of Provincial funds in aid of that work, and yet I do not believe that any person anticipates that the public chest will derive direct benefit from that appropriation. Wherein then consist the objections to an appropriation from the public chest would derive a direct profit of £400 per cent? We will justly be chargeable with criminal indifference to our interests if we hesitate any longer in securing a communication from which so great a public benefit may reasonably be anticipated, but such is not the only benefit which the public chest would derive from this work.  
Any one who has observed the gigantic strides which the trade between the Eastern and Western States has taken within the last few years—  
the wealth which, under the influence of the annual tide of immigration flowing into those parts must have upon the trade of this continent—an readily conceive although it is impossible for him accurately to estimate or thoroughly to appreciate the importance to Canada of becoming a partner in the countless benefits which would ensue upon its being made the channel for the transport of even a portion of this trade.—  
We can easily perceive that the public revenue would be increased by the energy, the vitality and the wealth which, under the influence of this trade, would be extended throughout the Province. Let us consider then for a moment the advantages which the proposed line possesses for participating in this trade. It is almost a straight line from Osego through Toronto to Goderich: one hundred and sixty miles of lake navigation and one hundred and twenty miles of railroad communication will unite the shores of Lake Huron in a direct line westward, with the foot of Lake Ontario.  
Within the space of twenty-four hours, goods and passengers might be conveyed, during the period of the navigation, from Osego to Lake Huron, and by this line a saving of distance on the route to the west of about three hundred miles would be effected. It is the shortest, and at the same time the cheapest route, for the transit of goods or passengers, between the Eastern and Western States, which can anywhere be found. Can there be the slightest room for doubt, that during the period of navigation, the transit of goods and passengers by this route would be great? Some objectors say, "true, but it is only during this period that the traffic would exist and we ought to construct a line to command the winter travel." In answer to this objection, it surely is not to be lost sight of, that it is during the period of the navigation that the immigration, and trade with the Western States is now and for years must be carried on; and that in order to command winter travel, the extent, and consequently the cost of the Railroad must be immeasurably increased, so that it may be said, not safely, to those who object that the Toronto and Goderich Railroad would only command the winter travel, that their objection is unreasonable, inasmuch as to secure winter travel they would increase the cost of the communication in an inverse ratio to the extent of the trade. Is it not the true question, whether that amount, if received within the period of the navigation, would pay a reasonable interest upon the capital expended in the construction of the road? Our canal pay nothing except during the same period of navigation, and yet it would be rather a strange objection to a canal which paid £10 per cent upon its cost, that it paid only during eight months of the year, and I confess I can see no more strength in the objection as to a Railroad, if within the period of the trade of the country being carried on, it should pay £10 per cent upon its cost. Where so many different projects, based upon different principles, are suggested, it becomes a point worthy of enquiry, which, if aided, is most likely to be promptly proceeded with. In this respect, as in all other respects where the comparative merits of the Toronto and Goderich Route, and of any other route, are at issue, I apprehend it will be found that the Toronto and Goderich Road is the one most entitled to public support. Assured that the Legislature should conceive, that the public domain to be affected by this road would justify the Provincial Government in taking stock, in the manner proposed, to the amount of £200,000, it is but reasonable to expect that the city of Toronto would, for this project, willingly take stock to the amount of £75,000.—  
We should then, according to the estimate which has been made of the cost of the road, have to provide £225,000 from private stockholders.—  
Stock has already been subscribed for, in the books of the Company, by parties residing on the line, to an amount exceeding £15,000. There is at this moment a company in existence in England, formed by me in the year 1845, whose deed of settlement points to a road from Toronto to Goderich, and to unite with this company, power is given to the Toronto and Goderich Railroad Company by the Act incorporating the latter. In this English Company, the deed is created by substantial means to the amount of £350,000 sterling. The stockholders, in that company would, I have no doubt, immediately unite with the Toronto and Goderich Railroad Company in this country, if that Company was in a position to so, that the Provincial Govern-

ment was prepared to aid the project to the extent of £200,000, as proposed.  
In this event, the capital would be immediately forthcoming; but assuming that the parties in England might, which I do not however anticipate, to unite with the Toronto and Goderich Railroad Company as the medium to enable them to carry out their original intention of subscribing to the work as projected in 1845; recent events have shown that there is a disposition in parties residing in the United States to embark capital in Railroad communications in Canada if encouragement be given by sufficient security within the Province to justify them to take up the project. We are told, and I believe there is no doubt of the fact, that the citizens of Oswego, Boston, New York, and other places in the States are prepared to aid in the construction of a Railroad from Toronto northward to Lake Huron, touching Lake Simcoe, if £150,000 be secured by the Debentures of the Municipality, payable in 30 years. It cannot be questioned but that these same parties would be much more willing, as it would undoubtedly be more to their interest, to aid in the construction of the Toronto and Goderich road, which is so much more in the line for the trade between the Eastern and Western States, and is so much better calculated to secure the object which the citizens of Oswego, Boston, New York and other places have in view, if the Provincial Government should be prepared, as I submit, it is their undoubted interest to do so, to aid the project in the manner suggested. When I failed in procuring the sanction of the Government to the memorial presented to it, by the Directors upon behalf of the Company, in the month of July last, I, and the gentlemen associated with me in promoting the interests of the Company, began to despair of being able to effect our purpose, at least for some time; an apathy to public interest appeared to prevail, which, notwithstanding all our efforts, we were unable to overcome—the state of affairs in Europe affecting as they did the money market, and tending to agitate the public mind upon grave and doubtful matters rendered useless any attempt to raise capital in England. Of late, however, there appeared to be in this country a different tone in the public mind upon projects of this nature, and both in England and the United States a greater and more intelligent desire to embark money in public works within this Province; and convinced, as I am, of the superiority of this project and of its vast importance to the Province at large, in preference to any other, I have resolved to make one further effort to secure its construction. The project was originally set on foot upon its public merits which has ever been and still is advocated upon the same grounds—it was the first to receive favor in England, and it still maintains that favor undiminished even by a shadow of suspicion—it wants only a reasonable support within the Province to ensure its completion, it being the only road, to which the principle of support through the medium of the Crown Lands could be possibly applied, gave its promoters just grounds, as they conceived, for hoping that it would meet with the cordial support of the public and the Government. From the public it received that support by their sanctioning the appropriation of the Crown Lands in the manner contemplated.—  
The Provincial Government having, however, for no assigned cause, declined to sanction this appropriation, checked the operations of the Company. I trust that the mode which I now suggest for raising the capital, in substitution for the land appropriation may meet with more favor and success in the quarter where aid is most necessary, and where the public interest is most properly to be considered. I believe I express the sentiments of all parties who have taken any interest in the establishment of the Company when I say, that, as our object has ever been to promote the public interest, so shall we at all times be ready to assign the Act of Incorporation in such manner and to such parties as may be best calculated and most able to promote the public interest by effecting the accomplishment of the work.  
I shall esteem it a favor if you will let me know whether I have so far succeeded in convincing you of the value and importance of the work as to justify you in promoting it in your capacity of Commissioner of Public Works, and in recommending it to the Legislature during its present Session for aid in the manner I propose or in any other manner.  
Believe me to be, my dear Sir,  
Yours very truly,  
JOHN W. GWYNNE.

**PROVINCIAL PARLIAMENT.**  
LEGISLATIVE ASSEMBLY.  
MONDAY, MAY 22.  
PROPERTY OF DRUNKARDS.  
Mr. NOTMAN asked leave to introduce a bill to provide for the care of the property of drunkards. He pointed out forcibly and eloquently the evils inflicted on their families by drunkards, and the necessity of preventing them from disposing of their property.  
Col. GUY approved of the course of the member for Mullock, so far as it went, but desired to see more efficient measures taken for the suppression of intemperance. He referred to the report of the committee on last year.  
Mr. CAMERON [Kent.] heartily approved of the Bill, and was glad to see the change in public sentiment; when he had introduced a similar Bill, a number of years ago, he was laughed at, but now the measure was received with favor. He desired that the Bill should extend to Lower Canada also.  
Mr. DRUMMOND said that the Bill was not required for Lower Canada, as the common law there provided for the care of persons unable to take care of their own property.  
Mr. DEWITT, Mr. FLINT, and Mr. H. J. BOULTON, declared themselves in favor of the Bill.  
The Bill was passed a second reading, with the understanding that it should be revised by a committee.  
**PUBLIC ACCOUNTS.**  
Mr. HINCKES laid upon the table of the House the public accounts of the past year. They would be printed in a day or two, for the use of members.  
**LAW REFORM.**  
Mr. NOTMAN asked leave to introduce a Bill to make certain changes in the practice of the courts of law. He proposed that there should be no fees, except for disbursements to jury, clerk, sheriff, &c., allowed to the Attorney, except such sums as might be agreed on between themselves and their clients; to repeal the new rules of pleading, and revert to the old system of pleading the general issue; the present was too finely drawn a system of legal argument, and would puzzle a Philadelphia lawyer to understand; to abolish all writs and summons into court, and substitute a simple declaration. He further proposed throwing open the profession to all the world; any person should be allowed to conduct his own cause, or to authorize any one to appear for him to increase the jurisdiction of Division Courts to £100 in undefended cases, and in disputed accounts to £50, with right to call a jury in all cases over a certain sum. He would make land over property liable for judgment in the Division of the superior Courts. He proposed to abolish the clerkship of Assize—the duties of which could be performed by any one who could read and write, and ought not to cost the £2,000 and more which they did at present. He would pay the clerks £1 per day for their services, and fund the fees which they had hitherto received. The costs of the court, the fees of sheriff, jury, witnesses, &c., should be paid by pleading party, but the fees of the attorney and counsel should be paid by the client employing them.  
Mr. BALDWIN considered it one of the most important duties of the Ministry to watch the progress of measures proposed in the house, to see that no principle was introduced which would prove injurious to the interests of the people. He had not expected that the honorable member would have introduced by bill until the Government measure had been brought in; if the Government measure did not meet the views of honorable members, they were then at liberty to introduce others. He hoped that his honorable friend would postpone the bill until that time. He did think, however, that his honorable friend had entered upon an investigation of this subject with rather more than ordinary deliberation. More than once the honorable member had said that he would make every thing simple and plain in the practice of the courts. Now [Mr. B.] contended that among a civilized people where transactions were so complicated, and interests so involved, it was impossible to secure the same simplicity in these affairs as among a nation of savages. The arrangements of many of these matters must be difficult and complicated, and he had observed that in endeavors to make plain, people had often ended in making them more complex. They were not contented to bear patiently their difficulties, but struggled as in a net only to become more entangled. With reference to the new system of the State of New York to which the honorable member alluded, he believed that it had not lessened the difficulties or intricacies of the proceedings. [The honorable member then quoted from a pamphlet of the hon. Mr. Justice Edmonds, of New York in support of his statement.] If they were to change the entire system, a new set of decisions and authorities would have to be given and applied, and this would not reduce the expenses. There was no doubt that it was most desirable for the author that the expenses should be fixed and not left to individuals, so that the ignorant might be imposed upon, and the virtuous that the impostors would be infinitely better paid if they were left to make what bargain they pleased. As to the wing open the profession to all, it was impossible by doing so to do away with lawyers; you could do no more without them than without merchants; it was necessary to employ such men and to pay them according to the talent employed, to the intricacy of the proceedings, and to the amount at stake. He thought, however, that it would have a tendency to lower the character of the profession, which by its respectability in education and standing assisted in maintaining a respect for the law, and gave the public confidence in the power they possessed of

WOMAN.—A writer in a large Review speaking of the Roban women, and their influence during the existence of the kingdom, says:—"From the time of the Nabines to Theodora's conquest of Justinian, women seem to have been at the bottom of almost all the memorable events of Roman History. Lucretia, Virginia, Fabia, the wife of Demetrius, who became at her instigation the first Plebeian consul, are illustrious examples of this; and whatever may be the changes of manner or opinions, as Home has well remarked, all nations, with one accord, point for the ideal of a virtuous matron, to the daughter of Scipio, and the mother of the Gracchi." Who, then, will doubt the influence of woman?  
Mr. CHURCH.—The Pilot says that His Excellency the Governor General has transmitted by Col. Bruce his Secretary, the sum of £10 to the Roman Catholic Bishop of Montreal, as a contribution to the fund for the assistance of the Rev. Mr. CHURCH, whose pecuniary embarrassments have been occasioned by efforts on behalf of temperance.  
Nor Ban.—Why is a soldier more tired in April than in any other month? Because he has just had a March of 31 days.

**W. OTTER,**  
& Conveyancer,  
ACCOUNTS, &c.  
GODERICH.  
2-25  
**BRACHAN,**  
ATTORNEY AT LAW,  
Clerk, Conveyancer,  
& PUBLIC,  
West Street, Goderich,  
Nov. 1850. 2-24  
**DME LIZARS,**  
Y AT LAW,  
Solicitor in Chancery,  
&c., &c.,  
residing in Stratford,  
Nov. 1850. 2-24  
**& WILLIAMS,**  
SON of Goderich,  
LAW, &c. &c. &c.  
& LIZARS, of Stratford,  
Weller and Williams,  
to having this day entered  
the Practice, and Proficiency  
in Offices at Goderich and  
y, under the name, style  
&c., &c.,  
Goderich,  
Nov. 1850. 2-24  
**IAMS, & Co.**  
AND DRUGGISTS,  
10 1/2 Greenes, Liquors,  
Fruit, Dry Goods,  
War, &c.,  
4 T F O R D.  
Dealing with accuracy and  
3-215.  
**BOOKING,**  
**TONDER,**  
SALERS in any part of the  
reasonable Terms. Apce,  
Light-House Street,  
4th 1849. 3-215  
**L. GORDON,**  
**T MAKER,**  
of the Canada Co's Office,  
T-STREET,  
GODERICH.  
849. 2-24  
**YOUNG,**  
DE Maker, one door West  
of Videns, Blacksmith,  
Goderich.  
3-215  
**E. LINTON,**  
AT PUBLISHER,  
of Queen's Bench,  
INVEYNER,  
RATFORD.  
**D. H. LIZARS,**  
Attorney at Law, and  
of the surrounding country,  
residing in Stratford,  
Accountant, and by secondary,  
and moderate charges,  
to such as may require his  
services, to employ him in any  
cases will please call at the  
light-house street,  
March, 1850. 2-24  
**OHN HYDE,**  
OF (BY PROXY),  
**H. L. HALL,**  
STRATFORD.  
2-25  
**M. REED,**  
SIGN PAINTER, &c.,  
USE ST. GODERICH.  
2-25  
**O LET.**  
ory Frame Dwelling House  
by Judge Acland, and im-  
his present residence. For  
particulars apply to  
LEX. M. ROSS, North St.  
23, 1850. 2-26  
**D. H. LIZARS,**  
**TIONEER.**  
attend Sales in any part  
of the most reasonable  
at the Registry Office,  
et.,  
11, 1850. 2-26  
**OTICE.**  
iber having RENTED the  
USE and WHARF belong-  
Davenport, of this place  
himself as a  
NO COMMISSION MERCHANT,  
commission from the Mer-  
erich, will receive promp-  
JOHN McEWAN,  
rch, 1849. 2-27  
**Juron Signal,**  
PUBLISHED EVERY THURSDAY  
MAS MACQUEEN,  
& PROPRIETOR,  
KENT SQUARE, GODERICH.  
Job Printing, executed with  
sach.  
Huron Signal.—TEN SHIL-  
lms if paid strictly in advance.  
Six Pence with the expiration  
inclosed until appears as  
be publisher thinks it advan-  
in the country becoming  
x subscribers, shall receive a  
e, addressed to the Editor must  
y will not be taken out of the

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third insertion, £0 2 6  
fourth insertion, £0 1 8  
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sixth insertion, £0 0 4  
seventh insertion, £0 0 1  
eighth insertion, £0 0 1  
ninth insertion, £0 0 1  
tenth insertion, £0 0 1  
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