Were it not that the wind is alternately sou'-wester and nor'-wester, of the most furious description, this adaptation of the dress to the work to be done would, doubtless proceed further; but flesh and blood require comfortable clothing at the top of Penge-hill—southern boundary line, as every body knows of our London horizon.

But the work proceeds rapidly in spite of all these impediments. The vast central transept is nearly filled with scaffolding; rib after rib of the huge vault is fixed in its place, and by New Year's Day, we are told, the whole fabrics will be delivered to the painters and decorators. The British public is so well acquainted with the parent edifice in Hyde Park, that it may be sufficient to mention a few points of difference. The whole nave has the same arched roof and rises to the same height as the old transept. Its length is broken, and the effect made much more picturesque by columns projecting at intervals. Instead of the long broad galleries in the old building, there are light aerial galleries, that fly, as it were, all about the building at various heights, giving greater variety of view to the promenaders, without intercepting the light from the light from the magnificent courts below. The center transept, instead of being 60 feet wide and 108 feet high, is, we believe, 100 wide and 190 high from the flooring—more than 200 from the ground under its eastern end. The decorations will be warmer add richer than in the old building. The whole space will be thoroughly warmed, so as to secure a comfortable, uniform, and healthy temperature, in which the strongest man or the weakest woman may spend the whole of a winter's day. Sir Joseph Paxton himself spent three hours a day at the very least for three months in planning the apparatus, which, among other wonders, comprises fifty miles of iron pipes for the passage of warm water, carefully kept somewhat below boiling heat. The area will be laid out much more ornamentally than that of the old building. Already the whole of Loddige's collection at Hackney has been secured, and thousands upon thousands of camelias and other ornaments of our conservatories are flourishing at a much lower temperature than is usually thought necessary to their existence. Such a place it is evident, will be admirably adapted, not merely for invalids, but for the much more numerous class that are confined to their houses for weeks and weeks in winter by the severity and vicissitudes of the British climate. The temperature of the place will be far more uniform, and being on so high and healthy a spot far more salubrious than that of a London drawing-room, with its smoke from the chimney, draughts from the windows and doors, and occasional odors from the kitchen below. It will be a Madeira without the voyage, without the separation from friends, or the loss of English comforts. One thing only is wanting to the physical enjoyment of the place, viz: that an invalid, or any not very strong person should be able, not merely to make the journey from town, take an hours promenade, and then return, which mounts up to a considerable effort, but make a lengthened stay at the Palace, going in and out for a spare half hour, to fill up odd intervals, or just as inclination might suggest. This can only be done by a capacious and comfortable hotel communicating with the Palace. Such a place is already in contemplation. We have no doubt whatever, that, as a matter of enjoyment, expense, health and improvement, it will answer the purpose even of people of good incomes to spend a spare week, or even month, at such an hotel, instead of a watering-place or a country villa.

But the glory of the place, and which makes it at once a Versailles, a Louvre, a Museum, and a Jardin des Plantes, is its magnificent and infinitely varied contents.—The Courts will very far surpass those in the old building, much as they were frequented and admired. There is a whole Pompeian House—an exact restoration, we believe—so exquisitely beautiful, that no mansion will be thought complete for the future without at least one Pompeian room, besides Pompeian villas by the dozens.—There is the gorgeous hall of the Alhambra, and not less beautiful are the Grecian Courts, and the Gothic Courts, and a Court of the Renaissance, besides an Assyrian Court grand enough to satisfy the most enthusiastic admirer of the marbles in the British Museum, or the spectacle at the Princess's. These Courts are all vastly more spacious, open, and graceful in their arrangements, than any in Hyde Park.—To speak of the casts is, in fact, to speak of the art of wood and metal engraving, of the arts altogether, for the collection embraces almost everything remarkably beautiful, interesting, or curious in the world in these departments. Here are a vast number of statues, busts and carvings which people go thousands of miles to see, and which they often see under great discomforts, hurried and fatigued. Even the almost infinite collections at Louvre and Versailles are respectably represented; and hundreds of the French worthies that we know only as they figure in history or literature, we have introduced with an exactness that will probably delude us: as of many a preconceived idea. The value of the collection appears from the fact that we have literally no such thing either in degree, or even in kind. We have some antiques, such as have accidentally fallen into our hands, but we have no attempt at a gallery comprehending casts of all the best examples, nor have we any gallery of historical sculpture whatever, not even relating to our own country, unless we are to call Westminster Abbey an exception, as far as it goes. We believe that only one foreign government has ordered any obstacle to our collectors. As to the quality of the casts, it is enough to give as quite a new version of some very familiar statutes; while the casts of metal and wood work, especially some carved doors, are perfect marvels of minuteness and precision. Were we once to begin specifying we were we to go more into details than we have done, we should soon lose ourselves and, therefore, must be content with this very general inadequate sketch of the collection.

As to the prospects of the speculation, wise people of course shake their heads at an expenditure which rather reminds one of the freaks of a young millionaire come to his majority, than the proceedings of business like men having an eye to the main chance. The sum total of work and material are incredible, more granite than ever was brought into London before, more ironwork than can be produced or delivered the earth-work of a railway, besides three actual railways from the metropolis to the place; miles of public road to be diverted, fountains throwing up altogether two thousand gallons a second, every kind of poetical extravagance in iron and in water, temples "glazed" with films of water, colonades under waterfalls, a botanical collection as large and as complete as the climate will allow, and a bit of the antediluvian world, with gigantic saurians and plants to the life size.—all run up into a bill which is frightful to think of. It must be thought of however, presented to shareholders, and, if possible, paid out of the tickets of visitors. Louis XIV is said to have burnt all the bills of Versailles, and some politicians tell us it was paid for by the French revolution. In this instance there will be an exacter audit, and we will hope a more agreeable settlement. But it is not our business to anticipate the verdict of the people on that point. We don't see at all why the thing should not answer to the shareholders as well as it may do to the convenience and pleasure of the public. We cannot but be anxious for its success, inasmuch as it will remove a reproach long hanging over this country—that it has no grand collections no places of recreative resort, no palace, in fact, of the people. Such a thing we certainly shall have next summer, and that not extracted by profligate Sovereigns, corrupt Ministers, and subservient Legislatures from an oppressed people, but, as we are proud to do all things, by mere private enterprise.

CONSERVATISM.—With the weak and vulgar mind Conservatism implies nothing more than to keep things just as they are, no matter how wanting in propriety and susceptible of improvement; a condition agreeable only to the timid, and to those in power. But this sort of conservatism is, in fact, destructiveness, and has been probably the true but secret cause of the overthrow of societies and commonwealths. The true law of the race is progress and developement. Whenever civilization pauses in the march of conquest, it is overthrown by the barbarian. The people that cease to advance, in the notion that their mission is ended, and developement complete, from that moment begin to decline, and must go rapidly to decay. The conservatism which hopes to retard a legitimate progress will inevitably be crushed in its march. All such efforts may be likened to that of the feeble old man who attempts to arrest the speed of the locomotive by thrusting his gold headed crutch between the wheels. True conservatism is rather the bold spirit which leads into the car of progress, and seizing upon the reins, directs his movements with a firm hand, and an eye that sees the proper goal to which the race should run.

PARISIAN FIREMEN.—An exchange paper informs us that the fire department of Paris is 636 strong, and is divided into four companies. Their principle barracks—for they are under military discipline—are near the Place Vendome, and before the barracks is always stationed an armed guard.—They will wear a showy, yet serviceable uniform. One hundred and thirty four men are on daily duty in the theatres, as policemen, or protectors, and the remainder are dispersed in the guard houses of the different arrondissements. As firemen they are very skilful, courageous and efficient. They never throw water on a fire when it can be avoided, making it a point to preserve property from the ravages of both elements. All are provided with pickers and small crowbars, with which, having entered a house were fire is, they proceed methodically to their duties, ripping off all the woodwork which is in danger, and throwing it into the streets. If the extending flames oblidge them to use water, they use only so much as will suffice for their purpose. Large conflagrations are very rare in Paris.

A LONG FAREWELL.—Misses M. W. and C. P. Webster, the only survivors of the late Professor John W. Webster now in this country, bade a farewell to our shore yesterday, having sailed for the Azores in the ship *Io*. They have just paid the last melancholy rites over the remains of an idolized mother, and a most excellent woman; and having moistened the dust of Mount Auburn with their bitter and sympathetic tears, they now leave forever the sweetest scenes of their childhood, of home, friends and those many delightful associations around which the heart always clings so naturally and so fondly. They have uttered that lost and melancholy word—farewell. The train of misfortunes which have rendered dark and gloomy the paths of the young and beautiful ladies—for such they are—is peculiar and mournful. We will not name that circumstance, so dreadful, but ending in death, which deprived them of a father. From that event we desire to draw no veil. And now, before the robes of mourning had been exchanged, before the deep fountains of grief had been dried up, death insatiate, and almost cruel, has prostrated the form of a mother. The grave has closed over her, and she too, sleeps in eternal repose by the side of him, who went before her. The mourners in their youth and beauty have now gone. The ocean is to separate them from the sacred spot of home. They have bid farewell to whatever was dear, never more to return. Such is a phase of life—more of the shadow than of sunshine.—*Boston Bee.*

DECEIVING PUBLIC ENTERPRISES.—Mr Brown is reported to have said at the Stratford meeting.

As to the Grand Humbug, £10 000 per mile was to be paid to Jackson, although Gzowski had agreed to it for £7,000.—Not a single sixpence had been spent on it yet, and no immediate prospect either.

What but a deliberate desire to injure a great enterprise could induce the use of such language as this? Not a single sixpence expended on the work. When Mr. Brown uttered this statement he was well aware that 46 vessels had sailed to that country with materials for the enterprise, and that a very large expenditure had been incurred in surveys, in purchasing the right of way along nearly the whole line, in constructing immense workshops in this city and in making every preparation for the advancement of the work when the spring opens. The statement that Gzowski & Co. undertook to construct the Grand Trunk for £7,000 a mile is equally untrue.—They never had a mileage contract at all, and the only portion of the line they contracted to build was the Toronto and Sarnia section. And this contract when first given was on a specification far inferior to that of the Grand Trunk; so that when this portion of the road became amalgamated with the Grand Trunk it was necessary for the purpose of securing an uniform excellence of construction to adopt a higher character of specification and make a new contract in accordance with the altered character of the work. Whatever may be the object of these falsehoods, it is certain they are not intended to accomplish any good purpose. Legitimate objects do not require the use of such weapons.—*Exchange Paper.*

TERRIBLE DEVASTATION AT GREEN BAY.—A terrible devastation has taken place in Wisconsin, of which the village of Green Bay is the theatre. Green Bay is a beautiful but not thickly, although long settled village at the head of Green Bay, which is an inlet of Lake Huron. It is the port of the Land Commissioners for the northern part of the State, where much business has been lately transacted, in proportion as the settlements have been forming in all that district,—largely promoted by the improvements and junction of the Fox and Wisconsin rivers, and exceedingly accelerated by the construction of several railways in that direction. The town is composed of the village of Green Bay and that of Navarino, and has lately become a place of great importance from its maritime situation. This locality was swept by the visitation of fire a week or two since. Twenty-five of the principal stores have been destroyed, besides a great number of less important buildings. The loss was at first estimated at $100,000, but is since ascertained exceedingly to surpass that amount. There is now nothing but chimneys and a few isolated homes to mark where Green Bay once stood.—*Leader.*

ARRIVAL OF THE "ATLANTIC."

THE TURCO-RUSSIAN WAR.—THE TURKISH ARMY VICTORIOTS.

New York, Nov. 29.

The steamer *Atlantic*, from Liverpool, Wednesday the 16th, with one hundred passengers, arrived at three o'clock this morning. She brings later news with regard to the Turkish war.

There were rumors of a decisive battle having been fought near Bucharest, but it was not known which side had the victory. We have details, however, of a brilliant affair at Micuzeia, where the Turks gained a decisive victory, 12,000 Russians being killed or wounded.

The Turks have now nearly 100,000 men across the Danube, and the Russian commander, Gortschakoff, has received orders to remain on the defensive.

It is said that the Turks captured eight guns at Oltenitza on the 4th.

The Poles in the Russian service are disaffected. They favored the passage of the Danube, and gave no alarm when they saw the Turks crossing.

The Turkish fleet is in the Black sea, and the French fleet in the sea of Marmora.

Russia laid an embargo on Turkish shipping on the 22nd instant. Neutral flags are to be respected.

Count Nesselrode's diplomatic circular is published, and has excited strong remarks from the French and British press.

Turkey refuses to have anything to do with the Vienna note, but insists on a perfectly new treaty to settle all present and future difficulties.

The Circassians still continue to be successful in Asia.

Napoleon expresses himself strongly in favor of active operations to aid the Turks, while the British Government evidently vacillates.

Prussia notifies that it reserves to itself liberty of action on Eastern affairs, and Austria professes neutrality.

The alarming intelligence relative to the alliance between the Czar and Dost Mahomed, rests upon letters from Cabul, which state that a large Russian army was marching for Orgenzi, with the avowed purpose of conquering the country. The report that Persia is collecting an army to operate against Turkey, is said to be unfounded.

The British occupy a bad position in Burmah. The troops were in a state of seige, and nearly all the Provinces are in the hands of the enemy. Famine was raging in Burmah.

China.

The insurgents surprised the Imperial Garrison at Shanghai, on the 7th September, and gained possession of the city without scarcely any resistance. The chief officer of the Government escaped and placed himself under the protection of the United States authorities. There is a report that Pekin had also fallen. Canton remains quiet. The Imperialists were making strong efforts to secure the funds.

LATEST INTELLIGENCE.

Vienna, Monday Nov. 1.

The Russian commander moved forward from Oltenitza, to chastise the Turks with 28,000 men, mostly infantry, on the 11th, and met the Turks, when a pitched battle ensued, and the Russians were compelled to retreat a second time in disorder, on Bucharest; having lost in four attacks 3,000 men. This is reliable.

On the 9th, the Turks were driven from the island of Gimegerro—but reinforcements afterwards came up when they retook the island and held it.

The Czar has summarily discharged all English operatives from the Russian dock yards.

LIVERPOOL MARKETS.

The general tone of the market is stronger, and there is a fair but not excited business done in wheat and flour at full prices. Milling descriptions of wheat may be quoted 1d. and choice qualities of flour 6d. per bbl dearer; Indian corn dull at 45 to 48s. for white, and 55s. for yellow

Makin and Son quote Philadelphia, Baltimore and Ohio flour at 37s 6d. to 38s 3d. Richardson Br's. quote American white wheat at 10s 5d to 10 9d red and mixed at 9s 6d to 10s 2d; Western Canal flour 36s to 37s; Philadelphia, Baltimore and Ohio 37s to 37s 6d.

James McHenry reports Bacon quiet, shoulders in moderate demand, and cheese saleable at a decline of 2s. to 3s.

News from South America.

The clipper ships *Union*, Capt. B. Buxton, and *Seaman's Bride*, Captain Mayo, have brought news from Rio Janeiro to the 7th October and Buenos Ayres and Montevideo to the 9th October.

The fever had entirely disappeared, there not having been a case in this city or harbor for three weeks before the *Union* sailed, and but little sickness of any sort.

Our advices from the Argentine Confederation are that the Constituent Congress of the other thirteen provinces—exclusive of Buenos Ayres, which still stands out alone—was still in session at Santa Fe.—They had refused to accept the resignation of Gen. Urquiza as Provisional Director. The election for President and Vice-President under the new constitution was appointed to take place on the 20th of this month. It was said Urquiza would undoubtedly be elected President, and probably either Senor Comill or Senor Zuvaria Vice-President.

The Congress of the thirteen provinces had unanimously approved the treaties with the United States made by Urquiza.

The seat of the confederation has been established for the present at Parana, which is in the Entre Rios on the river, opposite Santa Fe.

All was quiet at Montevideo, under the provisional government established by Gen. Pacheco and his associates; but President Giro, who had been deposed, was still in the harbor, in a French man-of-war, on board of which he had sought refuge at the revolution in August.

The Connecticut Counterfeiters.

STAMFORD, Nov. 23, 1853.

Noah M. Lee, of Reading, Conn., was arrested at his residence, this morning, at 1 o'clock by Sheriff Smith, charged with being the chief of the gang who have been passing counterfeit bills on the Saugatuck Bank for two weeks past. He was arrested on Saturday last, but managed to escape and secrete himself in his own house, where he was discovered this morning.

INTERNATIONAL STATISTICAL CONGRESS AT BRUSSELS.—On Monday morning about one hundred delegates from various parts of Europe, and other quarters of the world, and representing not less than twenty six different countries, assembled in the Hall of the Royal Academy of Medicine, in Brussels, for the purpose of endeavouring to introduce unity and uniformity into the official statistics published by the respective Governments. It is proposed to adopt a general basis of calculations as well as uniform names and tables. M. Quetelet, the distinguished director of the Royal Observatory of Belgium, and the president of the statistical commission of this Kingdom, was chosen president. Accounts of the progress of statistical science in Denmark, Prussia, Austria, some German states, Holland, Spain, Sardinia, Switzerland, France, and England, were given by the respective representatives of those countries. The English speaker was Dr. Farr, of the General Register Office, London, who stated that, with the approbation of the British Government, he had been deputed by the Registrar General to attend the Congress and to draw up a report on the proceedings. After several speeches had been delivered, all giving accounts of the way statistical details were procured in the countries of the different speakers, the congress went into three sections or committees for the examination of the following questions:—Organization of statistical knowledge; census of the population; valuing of the land and other immovable property; statistics of agriculture, manufactures, and commerce; the working classes, with reference to their social economy; the census of the indigent classes; statistics of education, crime, and repression of offences.

EXECUTION AT BROCKVILLE FOR MURDER.

Thursday, the 17th instant, was in all respects a most fitting day, wherein to enact the closing scene of Simpson's existence, the morning was dark and lowering, and as it progressed, a drizzling rain mingled with sleet began to fall. But dreary and repulsive as the morning was, it did not prevent the advent of a large number of men and woman from the country, to witness the execution of a fellow creature. Even before day, the rumble of waggons was heard at intervals, and ere noon had arrived some two thousand persons had congregated to witness the last act in the drama of blood for blood. Boys and girls, woman and men, old and young, married and single, mothers with their infants, and fathers with their sons, moved by the morbid cariosity, usual on such occasions, came to see the wretched murderer expiate his last offence against the laws of God and of his country. During the forenoon woman did their shopping, men talked and laughed, drunkards got drunk, and staggered through the streets, while boys, who should have been at home, ran to and fro, and all appeared to forget the solemn occasion which had brought them together. Assuredly there is room for reformation here, and wide room too.

One o'clock was the hour appointed for the execution, and, as the time approached, the bulk of the throng gradually moved to the rear of the Court House, where they had a full view of the gallows, erected in the gaol yard. By and by the ill fated man ascended the fatal tree by a rude staircase, accompanied by the Sheriff and his Deputy, and the Rev. Mr. Cooper. Simpson was dressed in his ordinary clothes, and appeared in full possession of his physical faculties. He confronted the surging crowd below steadily and calmly, and looked around upon it, as if desirous to ascertain the number who had assembled to witness his execution. Presently, the Sheriff commanded silence, and the criminal in a weak and tremulous voice, proceeded to admonish the lookers on. His remarks were very brief, and he concluded by hoping that all would take warning by him. The minister in attendance then made a short and eloquent prayer, and in a few moments afterwards Simpson was left alone in the hands of the finisher of the law. Owing to some mismanagement, the unfortunate man remained standing for a considerable time on the trap, after the fatal noose had been adjusted, and the cap drawn over his face. His powers of physical endurance must have been astonishing; he never moved, and there he stood calmly and silently awaiting his fate, while the snow flakes whirled round him, and numbers of the crowd below were melted to tears and prayers. At length the drop fell, and after a brief struggle the unhappy man was launched into eternity; that eternity which opens a breadth of knowledge to him, which the philosopher and the sage sees dimly if at all. The last act to the drama closes, the curtain drops and the crowd disperse to their homes.—*Leeds Free Press.*

THE NEW STEAMSHIP "OTTAWA."

We copy from the Liverpool "Mercury," the following account of the launch of the "Ottawa," a Screw Steamship, built for the Canadian Steam Navigation Company, to ply between Quebec, Montreal and Liverpool:—"A splendid new steamer called the "Ottawa" has been launched from Mr. John Laird's ship-building-yard at the Dingle. The day being remarkably fine a large number of spectators were present to witness the event. Some curiosity was excited in consequence of a deviation from the ordinary mode of launching vessels at this port, the plan adopted on this occasion being that in operation in the government dockyard. The mode is to attach weights on each side of the ship near the bows. The weights are placed in a channel or groove, so that upon a given signal they may fall upon the 'diggers remove them without the use of the axe or hammer. Strings are attached to the weights, which are kept in suspension until everything is ready for the launch, when the strings are cut at a certain point where they connect, the weight falls, and the vessel being freed she moves slowly off the stocks. In this instance the application of the principle was most successful, and many gentlemen present having a practical acquaintance with shipbuilding spoke highly of its superiority over the old method. At a quarter past twelve all being in readiness for the launch, the noble vessel was liberated, and she glided steadily into her destined element, amidst the enthusiastic cheers of the assembled spectators. The ceremony of naming was performed by the lady of J. Carmichael, Esq., who was present with a numerous party. The *Ottawa* is one of the line of steamers being built for the Canadian Steam Navigation Company, to trade between Liverpool, Quebec and Montreal, during the summer, and to Portland (State of Maine) during the winter. This change is necessary in consequence of the navigation of the St. Lawrence being impeded during the winter by the ice. This fleet of steamers is to carry the mails under a contract entered into with her Majesty's provincial government of Canada, and also in conjunction with the railway companies in that country. The length of the *Ottawa* is 240 feet, with proportionate beam; she is 1200 tons by measurement, 1500 by burthen. Her engine will be of 300 horse power and are in progress of construction at the foundary of Messrs. Fawcett, Preston, & Co., of this town. She is a beautiful model, and is expected to be one of the fastest vessels that has yet crossed the Atlantic. Messrs. M'Kean, M'Larty, and Lamont, are the parties in Liverpool connected with the Canadian Steam Navigation Company. Mr. Laird is now building for the same company three other large screw steamers, each upwards of 2000 tons, to be named (after the Canadian Lakes) the Ontario, Erie, and Huron. The first of these will be launched in the course of a few months, and when the whole are completed, they will form one of the most magnificent fleets of screw steamers yet projected. The *Ottawa* will have accomodations for first and second cabin passengers, in addition to this there are third class cabins—a new feature in vessels of this class—which will no doubt be appreciated by emigrants. With ample accomodations for passengers, the *Ottawa* will combine large carrying capacity.

MORTALITY ON EMIGRANT SHIPS.—The following ships have arrived during the past three days, having lost large numbers of their passengers upon the voyage, as follows:

		Pass.	Deths.
Nov. 15.	American Union, Liverpl	629	80
Nov. 15.	Centurion, Liverpool	378	13
Nov. 15.	Statesman, Antwerp	272	25
Nov. 16.	Delaware, Bremen	250	15
Nov. 16.	Emma Fields, Liverpool	440	42
Nov. 16	Calhoon, Liverpool	875	54
Nov. 16.	Guttenberg, Hamburg	296	27
Nov. 17.	Antartic, Liverpool	529	65
Nov. 17.	Empire, Havre	675	73
Nov. 17.	Atlantic, Liverpool	—	76
Total		4344	469

GALT RAILWAY STATIONS.—Our railway Stations are now pretty well on to be finished, and really they present a business-like appearance. The two woodsheds have been done for some time, while the other buildings are fast verging to completion. A considerable portion of land in that part of our town near the railway station has been rapidly sold, and several substantial stone buildings are now making their appearance, while we hear rumours of a large stone tavern baing about to be constructed. In two months at most, we may expect to see the "Iron Horse" entering our peaceful Village, and an age of prosperity will then dawn upon us, to which we have hitherto been strangers.—*Dumfries Reformer.*

A CANDID CONFESSION.

Circumstances (says the Norfolk *Messenger*,) have in a measure rendered the success of the Grand Trunk Railway identical with the policy of the Provincial Government. Viewed in this light the controversy which has of late been carried on in reference to the Railway has assumed more of a poltical complexion than is consistant with fair play towards the contractors or the Province. It has been found convenient to represent the arrangement as a job, and the undertaking as a failure. We have had occasion frequently to express a conviction that the representation in both its aspects is unjust and untrue; and it is indeed most extremely gratifying to discover that others less favorable to the Administration sustain the same opinion. The Tory *Star*, of Coubourg, affirms of its own knowledge that the Trunk line is being pushed forward vigorously; and the Tory *Gazette*, of Montreal, expresses a not less favorable estimate in regard to the position and resources of the Company to whom the work has been entrusted. We quote the most material of the *Gazette's* statements as an effectual counterblast to the sayings of rabid Western prints:

"STARBOARD—STEADY!—The people of Canada must not be carried away with an erroneous impression. The Grand Trunk Company is composed of quite a different description of men from Mr. Jackson. They have no inducement for either avoiding doing the work which they have taken in hand, nor any interest in seeing it slighted in its execution.

* * * * * *

"The interest of the company is, and we have no doubt the efforts of the Company will be directed to obtaining a "first class English road."

* * * * * *

"There is little doubt that the work of the Grand Trunk will be looked after, and as to the funds there need be no uneasiness.

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"The names of the Directors alone are guarrantee sufficient for the success of the project, even if the stock were not already taken up in full. But it is quite well known that the first instalment of £720,000 was paid up in one day and as no works have as yet been commenced, that sum has suffered no reduction, except for payment of salaries of engineers and officers, since the organization of the Company.

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"So far, therefore, as the Grand Trunk Company is concerned, everything may be considered as safe."

☞ JAMES ELLIOTT has consented to act as Agent for the *Signal* in the County of Bruce.

HURON SIGNAL.

THURSDAY, DECEMBER 8, 1853.

OPENING OF THE SOUTHERN SECTION OF THE BUFFALO AND GODERICH RAILROAD.

It is with much pleasure that we have to record the opening of a portion of the Buffalo and Goderich Railway, which took place on Wednesday the 30th November. On the morning of that day the Directors with a locomotive Engine and Passenger Car, left Fort Erie, and passed over the road from that place to within two miles of Caledonia, a distance of FIFTY-FIVE miles, and it is stated that the road was in good order. The Directors were to meet on the 1st instant, and arrangements would be made for running regular trains from Buffalo to Caledonia.

The *Globe* in relating the above, pays a very handsome complement to the parties who have been entrusted with the management and construction of this road, by saying:—that "The Buffalo and Goderich is undoubtedly the smartest road in the Canadas. It was the last to begin, and if the others do not look sharp it will be the first finished." It must be very satisfactory to the people of these United Counties to know that their confidence has ultimately not been misplaced in Railway matters. That they have not been entangled in a road which while it would swallow up in litigation and delays their hard earnings, would have no near prospect of completion. The people of Huron have in connection with former projects, drank to the full of Railway disappointment but these difficulties are passed and every patriotic man will rejoice at the glorious prospects now in store. The early opening of the first fifty-five miles of this Railroad is no ordinary matter for the gratulations of Huron, it is a guarantee that the whole line will be completed with the like rapidity and success, and together with the signs of progress everywhere manifest along the line, indicates an early consumation of her hopes. There is now little doubt that the Railroad will be completed within two years and a half from the time when the project was first entertained.

LONDON AND HURON RAILWAY.

"Application will be made to Parliament at its next sitting, for power to construct a Railway from London to some Port on Lake Huron. As Goderich would seem to offer some advantages, we should be glad to know how the enterprising people of that section view the proposal, and what assistance would be likely to be offered by them. Such a line of Railway would be of infinite benefit to both places, as well as to the fertile country through which it would pass. Surely Huron, and Middlesex, Goderich and London, can set the thing afloat and ensure its completion. What say you gentlemen of Huron?"

We take the above from the London *Free Press*, and lay it before our readers as a matter worthy of their attentive consideration. Now that Huron has shown a determination to pass at once from her primitive mire to the highest point of locomotive improvement, and to avoid all intermediate stages of progress. Having refused to have anything to do with Gravel Roads, while at the same time she has looked favorably upon Railroads, we think the project may be worthy of her serious entertainment. Such a road as the one now about to be applied for, with its termination at Goderich, would, we think, be a great desideratum. It would probably pass through or near the Town of Bayfield, which Town we are glad to hear has just been granted, under the Municipal Loan Fund, £2500 towards making a Harbour at that place. This Railway besides being of great advantage locally to the townships through which it would pass, would be of incalculable benefit to the trade and commerce of the United Counties generally, and while the Western trade of Goderich will be connected by the Buffalo Railway with the Eastern States and the Atlantic, the London and Goderich Railway in conjuction with the Port Stanley railroad, would cement a very advantageous union with the flourishing City of Cleveland, and thus open up to the United Counties innumerable means of direct communication with every portion of the United States. The length of the road would be but short and would not, comparatively involve a very large outlay, and could eventually be extended northward as far as Saugeen.

We do not think that the County Council are prepared at present to encourage this road very extensively, but we do think that the Town of Goderich, Bayfield and all the Townships through or near which it passes, ought to consider carefully the matter, and make such efforts as will secure the carying out of the work.

THE COURT HOUSE.

We would remind the Municipal Electors in the Town of Goderich and the several Townships of the United Counties that the vote on the Court House By-Law, will be taken in the several localities on MONDAY next, the 12th inst., at 10 o'clock A. M. We hope the rate payers will divest themselves for a short time of the accumulation of private business which the present prosperous season has showered upon all classes, and even at the expense of a little time and inconvenience, discharge this important duty.

The friends of this measure were too certain of its success, the last time it was submitted, hence its failure. But we trust upon this occasion that every person will esteem it an especial duty and privilege to record his vote in its favor and thus secure its adoption. It is to be hoped that the people of these United Counties will no longer allow their supineness to give foundation for the charge of paltry meanness and improvidence which has been brought against them. The place in each municipality at which the voting is to take place is named at the foot of the By-law which will be found on our fourth page.

NEW BRIDGE IN WAWANOSH.

It will afford much satisfaction to a very large number of inhabitants in the United Counties to learn that in answer to the numerous petitions of the people of Huron, and in fulfilment of the engagements of their predecessors in office, the Government have at length, in answer to a petition of the inhabitants of the Townships of Wawanosh and Morris, praying that a Bridge may be constructed over the River Maitland where that stream crosses the boundary line between the Township of Wawanosh and the Canada Company's tract, &c., directed that plans and estimates of the proposed Bridge be furnished to the Department of Public Works by the Municipal Council of Wawanosh, and that the amount which may be reported by that Department as necesary for the said works be, after His Excellency's approval defrayed from the funds arising out of the sale of school lands. Exertions have been made to obtain the assistance of Government in behalf of this bridge since 1847. In 1848 an engineer was sent by the Board of Works to survey a site for the Bridge and Mr. Cayley the then member gave an assurance that the Bridge would be built. But a change of Government and other difficulties intervening, the matter was apparently lost sight of for some time although we believe John Clark, Esq., the Land Agent here succeeded in selling the public lands in Wawanosh and Morris only by informing the people that the government had engaged to build that Bridge.

Upon the passing of the recent Land Act the people of these townships renewed their petitions, and we are glad that they have been so far successful. We hope they will lose no time in forwarding the required plans and estimates, and that the structure will be erected as speedily as possible, as it will be invaluable to a very large number of settlers who have been hitherto completely isolated.

MECHANICS' INSTITUTE—LECTURE. Last Thursday evening the members of the Mechanics' Institute and the public, were entertained with a Lecture on "Woman's Rights," by John Clark, Esq. The subject, a difficult one, was handled successfully by the lecturer, who treated upon the inherent and acquired rights of women, the extent to which they had been conceded by man, and the causes of the present movement in the United States upon this subject. Mr. Clark, who spoke extemporaneously and treated his subject with much good humour, was listened to attentively by a crowded audience. We are sorry that we are in duty bound, obliged to add, that a few individuals present who have had superior opportunities, annoyed the meeting and degraded themselves by their noisy conduct, and were repeatedly called to order by the chairman. In extenuation of this conduct it has been urged by a party, that they were under the influence of liquor. So much the worse.

The next lecture will be delivered by Mr. Nicholls, on Thursday evening the 15th instant. Subject "Popular Education."