HURON SIGNAL.

TEN SHILLINGS IN ADVANCE. | "THE GREATEST POSSIBLE GOOD TO THE GREATEST POSSIBLE NUMBER." | TWELVE AND SIX PENCE AT THE END OF THE YEAR.

VOLUME II. | GODERICH, HURON DISTRICT, (C. W.) FRIDAY, MAY 11, 1849. | NUMBER XIV.

Cards.

DR. P. A. McDOUGALL,
CAN be consulted at all hours, at the *British Hotel*, (LANCASTER'S.)
Goderich, Sept. 13th, 1848. 33–

E. C. WATSON,
PAINTER AND GLAZIER,
PAPER HANGER, &c. &c.
GODERICH.

ALEXANER WILKINSON,
Provincial Land Surveyor,
OFFICE AT GODERICH,
HURON DISTRICT.
Nov. 24, 9. 43

J. K. GOODING,
AUCTIONEER,
WILL attend SALES in any part of the District, on reasonable Terms. Apply a the *British Hotel.*
Goderich, March 9th 1849. 2v–5n

I. LEWIS,
LAW, CHANCERY, AND CONVEYANCING.
June, 1848. GODERICH.

JOHN J. E. LINTON,
NOTARY PUBLIC,
Commissioner Queen's Bench,
AND CONVEYANCER,
STRATFORD.

Stokes,
CHEMIST and *DRUGGIST,*
WEST-STREET,
GODERICH.
March 8, 1849. 2v–5n

MR. FRASER,
CORONER,
ST. PATRICK-ST. GODERICH.
Goderich, March 28, 1839. 2v–n8tf

ALEXANDER MITCHELL,
AUCTIONEER,
BELL'S CORNERS,
SOUTH EASTHOPE.
March, 29, 1849. v2–n8

A. NAYSMITH,
FASHIONABLE TAILOR:
WEST-STREET,
GODERICH.
Goderich, April 18, 1849. 2v–n10tf

J. R. PHILIP,
SURGEON,
STRATFORD.
April 13, 1849, v2–n10

1,500,000 ACRES OF LAND
FOR SALE IN
CANADA WEST.

THE CANADA COMPANY have for disposal, about 1,500,000 ACRES OF LAND dispersed throughout most of the Townships in Upper Canada—nearly 500,000 Acres are situated in the *Huron Tract*, well known as one of the most fertile parts of the Province—it has trebled its population in five years, and now contains upwards of 20,000 inhabitants.

The LANDS are offered by way of *LEASE, for Ten Years, or for Sale, CASH DOWN—the plan of one-fifth Cash, and the balance in Instalments being done away with.*

The Rents payable 1st February each year, are about the Interest at Six Per Cent. upon the price of the Land. Upon most of the Lots, when *LEASED*, NO MONEY IS REQUIRED DOWN—whilst upon the others, according to locality, one, two, or three years Rent, must be paid in advance,—but those payments will free the Settler from further calls until 2nd, 3rd or 4th year of his term of Lease.

The right to PURCHASE the FREEHOLD during the term, is secured to the Lessee at a fixed sum named in Lease, and an allowance is made according to anticipated payment.

Lists of Lands, and any further information can be obtained, (by application, if by letter post-paid) at the COMPANY'S OFFICES, *Toronto* and *Goderich*; of R. BIRDSALL, Esq., *Asphodel*, Colburne District; Dr. ALLING, *Guelph*, or J. C. W. DALY, Esq., *Stratford*, Huron District.
Goderich, March 17, 1848. 7

MARBLE FACTORY,
SOUTH WATER ST., GALT.

D. H. McCULLOCH continues to manufacture HEADSTONES, MONUMENTS, OBELISKS, TOMB TOPS, &c., in Marble and Freestone, as cheap as any in the Province, all work warranted to order, or no charge will be made. Prices of Marble Headstones from 10 to 50 dollars; of Freestone from 6 to 30 dollars; Monuments &c., from 50 dollars upwards.—Written communications addressed to the undersigned containing the Inscriptions, and at what price, in Marble or Freestone, will be punctually attended to.
D. H. McCULLOCH.
Galt, Nov. 8th, 1848. 42m3

NOTICE.

THE Subscriber wishes to inform his Customers, and the inhabitants of Stratford and vicinity, that he intends carrying on business on
"A READY PAY SYSTEM."
And that after the first day of January, 1849 he will give no credit. He will pay the highest price for produce of all kinds, Black Salts &c. He begs to return his sincere thanks to his Customers for their liberal Patronage, and hopes still to receive a Share.
THOMAS M. DALY.
Stratford Nov. 29th 1848. 44tf

FARM FOR SALE.

TO BE SOLD by private bargain, Lot No. 23, on the 5th Concession of Goderich, containing 80 acres, 20 of which is cleared and under cultivation: ten acres are newly underbrushed and ready for chopping. The land is of excellent quality and well watered. There is a good substantial log Dwelling House on it, and one acre of superior fruit trees in bearing condition. And as the proprietor is desirous of entering into other business, he will dispose of it on moderate terms. One-half of the price will be REQUIRED DOWN, and the other half in three equal annual instalments.
☞ For further particulars, apply at this Office, or to the Proprietor on the premises.
GEORGE ELLIOTT, Junior.
Goderich, 13th Oct., 1848. 37tf

NOTICE

IS hereby given, that all parties indebted to the HURON DISTRICT AGRICULTURAL SOCIETY, by Note or otherwise, that unless the same is paid by the First day of May next, proceedings will be instituted against them.
By Order,
R. G. CUNNINGHAME, Sec'y.
Goderich, 21st Feb. 1849.

PROSPECTUS
OF THE VICTORIA MAGAZINE.
MR. AND MRS. MOODIE, EDITORS.

THE Editors of the VICTORIA MAGAZINE will devote all their talents to produce a useful entertaining, and cheap Periodical, for the Canadian People; which may afford amusement to both old and young. Sketches and Tales, in verse and prose, Moral Essay, Statistics of the Colony, Scraps of Useful Information, Reviews of new Works, and well selected articles from the most popular authors of the day, will form the pages of the Magazine.

The Editors feel confident that the independent and rising country to whose service they are proud to dedicate their talents, will cheerfully lend its support to encourage their arduous and honourable undertaking. The low price at which the Periodical is placed, is in order that every person within the Colony who can read, and if anxious for moral and mental improvement may become a subscriber and patron of the work.

The VICTORIA MAGAZINE will contain twenty-four pages in each number printed on new type, and upon good paper, and will form at the end of the year a neat Volumne, of 288 pages, together with Title Page and Index.

It will be issued Monthly, commencing on the First of September, from the office of JOSEPH WILSON, Front-street, Belleville—the Publisher and sole Proprietor, to whom all orders for the Magazine, and letters to the Editors, must be addressed, (post-paid.) The terms of subscription—ONE DOLLAR PER ANNUM—*invariably to be paid in advance.*
Goderich, March 3, 1848. 5

TRAVELLER'S HOME.
STRASBURG, WATERLOO,
28th February, 1849.

THE Subscriber hereby intimates to his friends and the Travelling Public generally, that he has removed from New Aberdeen to the Village of Strasburgh, and will now be found in that well-known house formerly occupied by Mr. Jones,—where he will be ready and able to conduce to the comfort of those who may honor him with their patronage. And while he returns thanks for past favors, he hopes, by strict attention to the wants and wishes of his customers, still to merit a continuance of their patronage.
JOHN ABEL.
N. B.—Good STABLES and attentive Grooms. v2–n4tf

TO MERCHANTS.
WANTED.
10,000 BUSHELS good clean Timothy Seed, for which the Subscribers will pay a higher price in Cash, than any other buyers in the market.
BUCHANAN & GOLDIE.
Commission Merchants.
Victoria Block, King St. } 8tf4
Hamilton 29th Dec. 1848.

VALUABLE LOT OF LAND
FOR SALE.

LOT 8, Lake Shore, township of Ashfield, containing
ONE HUNDRED AND SEVENTY-TWO ACRES,
Within two miles of the thriving Village of Port Albert, in which there is a Grist Mill, a Saw Mill, and an Oat Mill. The Lot is boundedon the west by the Lake, and on the east by a cut road,—and is well watered.
☞ For particulars apply—if by letter post paid—to
DAVID CLARK, Esq.
CLAREMONT, 14th Dec. 1848. 45tf

THE FORTHCOMING
WORK,
BY E. H. MARLTON, ESQ., and dedicated, by permission, to the Right Honorable Colonel Bruce, is intended to be published by subscription. The subscription list now lies at Lancaster's for signature. Parties at a distance wishing to subscribe will please intimate the same to E. E. Marlton, Esq., Goderich, by letter post-paid.
Goderich, April 3rd, 1849. v2–n9tf

Poetry.

THE DAYS OF CHILDHOOD.—A SONG.

BY C. D. STUART.

The pleasant days of childhood,
How swiftly have they flown,
Like young flowers in the wild wood,
When Autumn winds have blown,
They're gone, they're gone forever,
They will no more return,
Though memory holds them in the heart
Like ashes in the urn.

The happy days of childhood,
When innocence and glee
With gentle fingers, tuned the heart
To music wild and free:
They're gone, they're gone forever,
Like rivers to the main,
Their dancing waves of joy and mirth
Will ne'er return again.

The holy days of childhood,
Ere evil thoughts came near,
When in the heart no sin was found,
And on the cheek no tear;
They're gone, they're gone forever,
Like footprints on the shore,
Washed out by Time's relentless waves,
They will return no more.

The pleasant, holy, happy days,
Life's only blossom time,
Where are your buds, which promise gave
Of flowers in Summer's prime!
Though gone, though gone forever,
Ye haunt the heart and brain,
And memory keeps ye to annoint
Life's after years of pain.

BENEFITS OF MACHINERY FOR ALL CLASSES.

Fifty years ago wages were no better, in fact less, than at the present day, and the comforts and luxuries of life far more difficult to obtain. Articles needed by the poor man cost, in those days of comparative freedom from machinery, from twice to three times what they do now, and often more; and you will find that the greatest reductions are in those articles to which machinery has been most successfully applied. There is no article of luxury or comfort to which machinery has not been extensively and successfully applied, of which the poor man cannot get more for a day's labor, than he could before such applications of machinery. Salt is now less than one-third, iron less than one-half, siffirtings and calicoes and cloth generally, from one-half to one-fourth. Pins, needles, shoes, hats, everything in similar proportion.

Forty years ago such articles of use or ornament as locks, were scarcely known, and could be afforded by the rich only.—Farmers' waggons were chiefly sleds, their houses cabins, their chairs stools and benches, bureaus, pins driven in the wall, or poles hung across, and their windows often an old sheet or blanket. Nails and glass cost money in those days, and labor commanded little!

Since machinery has been applied, better roads, turnpikes, railroads, all of which are a species of machinery, have been constructed. Steam has been made to propel the boat and the great ship, and to give power to the mill, to the jenny and the loom.—Productions in many articles has been more than trebled, and everything the labourer needs has fallen, while his wages has raised or remained stationary. The clock, which the farmer had not and could not afford, now adorns the mantle of his poorest tenant, and summons him to his meals.

There have been less improvements in agricultural implements, than in machinery for manufacturing purposes, but this is the age of improvement. Let machinery be applied to husbandry also. Let bread and meat be as cheap as clothing, and if the distribution is not as equal as it might be, let us rejoice that the rich man has more, so also the poor man much more.

The cottager has now, by the aid of machinery here, what great kings have not in Africa, and what the kings of England had not before the introduction of machinery.—The great Alfred sat upon a three legged stool, while many an English or American tenant now reclines on a gilded sofa. If the poor of England and America are not so well off as they should be, machinery is not at fault. It is machinery that has saved them from much greater misery, and the reforms which they need are chiefly governmental and social.—*Scientific American.*

WATER PARTIES FOR NEXT SUMMER.—The *New York Express* gives a long account of a new contrivance which enables a man to fling himself into the river with perfect impunity, and float there as pleasantly as he likes, and as long as he chooses, only using his finger to propel himself wherever he pleases. If this be true—and we would not doubt an American paper for the world—it is clear that the steamboats must be very heavy losers by the new invention. Who will pay to go to Boulogne when he can float there with no more fatigue than jumping off Waterloo Bridge and merely scratching the water for two or three hours? The stretch—we mean of the hand, not of the paper—will be so easy, that Aldermen, no matter how heavy, will be seen sailing down the Thames, paddling with one hand, and reading the *Times* with the other till they reach Blackwall, when they will be taken out of the water, and quietly shaken, not a stitch of their clothes the worse for the immersion. How sweet the whitebait will be after such a trip!—How delicious the iced punch will taste after a voyage in which you have been your own captain, crew, and steamvessel! No fuel required—no provisions necessary, excepting what you choose to carry in your hat—no stores, no ammunition—not luggage further than a chart of the aquatic country to tell you where you were steering to. Ladies, we are informed, may also trust themselves in the same contrivance, and thus a mother will be able to take her family by water to Margate, stopping on their way at Erith for dinner, and land on the pier at the same time as the steamer, without having paid a sixpence for the fare. The river will become quite animated with these live craft, and wherries most ultimately be cut up for firewood, and boat-races be exchanged for swimming-matches. Eton will challenge Westminster to a floating match from Putney to the Buoy, at the Nore and back again. On a summers's evening the Thames will be crowded with human vessels, some of them probably playing at whist—others making tea on a floatable tea-tray, whilst a young party is swimming through a quadrille, or acting a nautical charade, dressed up as Tritons and mermaids. We hope the *New York Express* has not imposed upon us, as nothing would delight us more than taking a swimming tour round the globe: in which case, supposing our feet are not nibbled off by crabs and lobsters, and we do not fall in with the American Sea Serpent, and are not spoken with on our passage out by a single shark, we shall be happy to drop in at New York, and see if our American brothers have any more inventions which will bear carrying out to such an extent as the one which promises to board over the Atlantic, and make the sea as safe to walk upon as the land.—*London Punch.*

AN HONEST MAN.—The New York Commercial has a subscriber who has taken the semi-weekly issue of that excellent paper since February, 1807. He lives in the country, and has always paid his subscription punctually at the desk of the publication office. He is upwards of eighty years of age, reads without spectacles, and is hale and hearty. Those who punctually pay the printer may generally live to an advanced age.—*Amrrican paper.*

ANNEXATION OF BRITISH NORTH AMERICA.

We have not yet quite got over the shock which our system received from the abrupt announcement recently made, that there was for the present no room for immigrants in the wide territories of British America. It is an idea we have dwelt upon with the fondest enthusiasm that the tracts in America owning the British sway are in truth not provinces but integral portions of country, as closely united with Britain as Ireland, the only difference that we could understand being that the one was reached in a few hours, the other in a few days.—Filled with this cherished idea, we have been incessant in urging that a way should be without delay bridged over to these outlying portions of the Home Empire—that Canada might unite with us upon an equal footing in friendly solicitude for the interest of more remote dependencies, our East Indian possessions for instance, or our Australian colonies. If ever we thought our idea was tinctured with originality, we were greatly in error. In fact it is so obvious that it could escape no one capable of receiving accurate impressions from objects placed before him. Least of all could this close bond of connection escape the cognizance of those of our fellow-citizens who are located in those territories. We feel an uneasy sort of warmth across the region of the chest, as we assure ourselves that we have quite as strong a claim upon the compatriot sympathies of the inhabitant of Montreal as upon those of the resident in Cheapside, although the former, poor fellow, is sleighing it upon the hardened snow, while the latter happy man is revelling in all the luxury of a beating shower of something colder than ice, driving like a volley of minute grape or canister under the blind of his drenched umbrella.

Yes, among the residents in British North America are many who look towards the drawing closer the cords of amity between the two branches of the same people, and the lessening to the utmost limit of possibility the actual distance between the two countries. We have heard of the silken bonds of affection. Poets talk of the golden link of friendship. It is a harsher metal which is to draw into closer union the North American provinces, and to unite them more firmly with the mother country, viz., iron—the "iron way" will have the effect of bringing into close proximity to each other the provinces of Nova Scotia, New Brunswick, and the Canadas, and, communicating with the regular lines of the transatlantic steamers, make the whole territory easy of access from this country.—Along this line of rough bars will circulate the electricity of a cordial friendship growing in intensity with the increasing friction of the wheels which sustain the increasing traffic.

To make it evident that we are not reckoning without our host—not inditing at our ease sentiments which are not at all participated by the inhabitants of the provinces, we shall cite the evidence of one of our countrymen beyond the sea, who identifies himself with the soil of which we have been speaking, and yet challenges his right to be considered as good a Briton as the best of us. The man to whom we allude is a native of the Province of New Brunswick—a descendant of settlers. His family was one of the first that settled there. "I am," says he, "the sixth generation in descent from an Englishman." He is indeed a Government official, but this will not affect the weight of his testimony with any who can appreciate the indications of veracity impressed on spontaneous expressions. We pity that man whose heart is not carried at once away by the truthfulness of the evidence we are about to lay before the reader, and we envy not the understanding of him who does not at once fall into the conclusion that such feelings are common amongst the settlers. The gentleman to whom we allude is the Emigration Agent at St. John's,* and the occasion which brought his valuable testimony under public notice was his appearing before a Committee of the House of Lords, in 1847. In answer to a question put, he stated that he was an owner of land in the Province, and that he had bought and sold much land.—He is required by the Committee to state whether he thought that the opening of the trunk line from Quebec to Halifax would be productive of great national consequences.

Take his reply:—

"There is no doubt that the construction of the line would improve the moral, social, and political condition of these Colonies to the greatest possible extent; it would, in fact, unite us together and make us one Colony, which we now are not; for New Brunswick is so separated from Canada at present, that there is very little intercommunication between us; and that exists to some extent also with respect to Nova Scotia, the intercommunication with which would be greatly increased by a Railway. We should become one great and powerful Colony, instead of being frittered away, as we now are, to several small and insignificant ones. It would unite us altogether; and the steamers that now cross the Atlantic, so certainly and so rapidly, would bring us into instant communication, as it were, with England; and we should, I trust, under the arrangements which would then take place, become not distant Colonies, but PART AND PARCEL OF THE UNITED KINGDOM. We should hope to be considered and treated rather as COUNTIES OF THE UNITED KINGDOM than as mere Colonial possessions."

We have heard a great deal about annexation. With thoughts like these in the bosoms of the settlers, what is to prevent their annexation—TO GREAT BRITAIN?—*Emigrant.*

*M. H. Perley, Esq.

RAILROAD LABOURERS FOR THE COLONIES.

The prospect of the commencement of operations on the Quebec and Halifax line of railroad gives a fresh interest to the subject of emigration from the British Islands to the Western world. The laborers required for the construction of this line must be supplied from Europe. It is indeed nothing new for America to look to the old world for her supply of labor. This supply has flowed in upon her in an uninterrmitting stream. The novelty which we foresee as about to take place in the execution of this project is a continuous large immigration, principally from Ireland, for the construction of a specific work, as regularly as the Irish immigration into this Island in the harvest season. The process will have some resemblance to the mode by which the supply of labour was obtained for working the sugar plantations in the West Indies, abating the slavery part of the business—Labor, that is, must be imported in masses from the old continent.

One might wonder whence sprung that numerous body of men by whose labor the railroads of this country have been constructed, or are being constructed. If we were living in the mythological age—contemporary say, with Cadmus, of dragon's teeth notoriety—we should readily be able to account for their appearance amongst us. They sprung from the soil, the legend would run, and straightway fell to binding their mother Earth in chains, to make her the veriest slave in bearing from city to city the burdens of her descendants upon her scored back, while the limping god of the smithy acted as her taskmaster. Scarcely more puzzled could Europe have been in the commencement of the fifteenth century at the sudden appearance of that inexplicable race, the gypsies. These navigators or excavators want nothing but a national physiognomy to put it beyond doubt that they are a distinct tribe. Many, perhaps most of them, can give you an account of the place of their birth and the history of their parentage But there is no absolute necessity to place any reliance on the account they give of themselves. Their manners, habits, and mode of living, are peculiar to themselves; and if their language is not such as nobody can understand, much of it is such at least as nobody ought to hear. So deep is the barbarism in which these men are sunk, that Mr. Peto and others have, with benevolent purpose of mind, thought it expedient to put in operation a special system for civilizing them just as our missionaries set about civilizing the savages amongst whom their vocation places them. Where *did* these people come from? Such as do not trouble themselves much with philosophical inquiries, and are content to take things as they find them, will perhaps tell us that they sprang from the particular conjuncture of the circumstances of the time in which they arose: That labor of a particular sort being suddenly required by the improvements of the day, in a thickly peopled country, a body of operatives was without difficulty found, at short notice, to supply the demand. In a similar manner, for the sake of a bold attempt at theorizing, we might endeavour to account for the sudden appearance of the gypsies. If we could only establish the historical fact that about the beginning of the fifteenth century there began to be fortunes to be told and fowls to be stolen, we then might satisfactorily infer that the gypsies then appeared to tell the fortunes and steal the fowls. Upon the whole, it is not improbable that in future chronological tables of remarkable events will be found set against a certain year—"Navigators were first seen in England."

But by no such mysterious process will this hardy race of laborers make their appearance amidst the wilds of New Brunswick. They will not spring from the earth full-armed with spade, mattock, and barrow. They will not be found amongst the trees in the forests like satyrs or hamadryads, people wondering how in the world they came there. They will not spring, like the Dorian tribe, from ant-hills. The vulgar process of importation must be resorted to for a supply of labor. As the planters of the Antilles looked across the ocean, due east, to the coast of Africa for the supply of labor they needed, so must the contractors of New Brunswick turn their faces to the east, and there, full before them, lies Ireland—poor, starving, exhausted Ireland, but still rich in the commodity they want—abounding in thews and sinew—prolific of men. Is it possible to conceive that Ireland will then find itself under the control of a Government not ready to come forward with large assistance in the way of transport? Let but these American railroads be carried on with American promptness and energy; let but the provincial governments forget for a little while that they are on the wrong side of the boundary line; let but New Brunswick fancy for a while that she is New York, and the Assembly sitting in Montreal fancy it is sitting in Washington, and a change will "come o'er the spirit of their dream." We fancy we can see a little into the future, and we discern largely looming on its mysterious shadow what a contemporary lately called the emigration of a people "en masse."—*Emigrant.*

CHEAP TRAVELLING—THE NEW ERA.—There are now two daily lines of steamers plying regularly between this port and Hamilton, viz.: Mr. Bethune's line, comprising the steamers *Princess Royal* and *Sovereign* between Kingston and Toronto, and the *Eclipse* between Toronto and Hamilton. These steamers carry the mail and advertise to carry passengers from Kingston to any port on Lake Ontario for 1s. 3d. in the Cabin, and 7½d. Deck, exclusive of meals. The other line comprises the *Magnet, City of Toronto* and *New Era* which run through to Hamilton, touching at intermediate ports. The two former vessels of this line are well known to the travelling public; the latter is a new boat and hails from Kingston, and should therefore be a favourite in this section of the Province. As we are not the 'oldest inhabitant' we will not undertake to say how many years have elapsed since our good old Town has been permitted to enter a Lake Steamer in the list of competitors for public favor. Suffice it that a '*New Era*' has dawned upon us which will, we think, bear away our reproach.

The *New Era* has been constructed of the very best materials, in the most substantial manner, under the personal superintendence of Capt. Gildersleeve, and is propelled by a powerful low pressure engine. The Saloons and Cabins are most tastefully fitted and furnished, in modern style, and though not so large, are as comfortable as those of any steamer on Lake Ontario.

The *New Era* is commanded by Captain Maxwell, late of the *Gildersleeve*, and well known on the River as a most attentive and obliging Skipper. She left this port yesterday afternoon at 4 o'clock, on her first trip up the lake, and we learn by telegraph that she arrived at Toronto at Five o'clock this morning, the shortest passage ever made between these two ports.—*Argus.*

The whole of Upper Canada is up in consequence of the outrageous measure of the Ministry, lately sanctioned by the Governor General. In Brockville and Cobourg the constituted authorities of a municipality have personally superintended the burning in effigy of the Representative of the Sovereign. The people of Frontenac, Leeds and Hastings are, it is said, preparing to march to the assistance of their brethren in Lower Canada, and the owners of the steamboats have placed them at the disposal of the loyal people. It was reported in town on Sunday afternoon, that the brave Highlanders of Glengary are arming by thousands to come to the assistance of the British population of Lower Canada if need be.—*Transcript.*

AN ELECTIVE LEGISLATIVE COUNCIL.—Yes indeed, gentle reader, nothing less!—An Elective Legislative Council, and the Hon. Thomas MacKay, an out-and-out Tory member of the present "Canadian Peerage," the proposer of it! Verily, these Tories are becoming a liberal set! Time was, when death on the spot would be considered by the Tories a slight punishment for the man who would have the audacity to think of such a thing, much less move a resolution in its favour in the Canadian Parliament. To the honour of the Council be it recorded, the Republican Senator stood alone in his glory no one being found to second the absurd proposition.—*Long Point Advocate.*

Mr. Macdonald, our late Clerk of the Peace, was tried at the Brockville Assizes for perjury, and acquitted. Wm. McAdam has been acquitted also of the crime laid to his charge.—*Bathurst Courier.*

A COUNTER ADDRESS.—An address is being circulated for signature expressing confidence in the Ministry.—*Argus.*