

HURON SIGNAL.

From Toronto via Stratford. That they view the paramount interests of your United Counties to be unquestionably Agricultural, and that the Road which will best promote that interest, will be the one which the taxpayers of these United Counties, when referred to on the subject, will grant the aid asked for by the Petition emanating from the meeting of yesterday—feeling confident that the most advantageous route would be the one above indicated, and that the mode suggested at the meeting of leading the public funds of your County, taking the Road in security by mortgage, for principal and interest, is one well deserving of your consideration. The Underigned, in further consideration, that the proposed sum be least to such of the two Companies as shall first complete the Railroad to Stratford, on its course to Goderich. The Underigned are ready, on behalf of the Company, which they have been deputed to cater upon the project.

(Signed) G. DUGGAN, Jr. A. M. CLARKE. Dated, June 30th, 1852. Having left this proposition in the hands of Mr. Galt, your Committee left Goderich on Wednesday morning on their return to Toronto. The reply of the Council, declining the proposal, is appended to this report. Before reporting to the Board, the committee deemed it due to Mr. Widder, to acquaint him with the use that had been made of his name, and his correspondence with Commissioner Jones, the day before the meeting at Goderich, and with the step which the committee had taken on that occasion, the letter of Mr. Widder is appended. Mr. Widder's reply inviting the committee to read the correspondence, and judge for themselves, is also appended. The committee are deeply indebted to the invitation of Mr. Widder, and having read and considered a correspondence, carried on for a period of nearly two months, between the two Commissioners on the subject of a Railway communication between Toronto and Goderich, by the extension of the Toronto and Guelph line to Goderich, via Stratford, are impressed with the conviction that had the sentiments and acts of the Canada Company, and of Mr. Widder, been correctly made known to the people of Goderich, the proposal of the Buffalo and Brantford Company never would have found favor with them, and with regard to the particular communication which led to the correspondence between your committee and Mr. Thos. Mercer Jones, at Goderich, and then with Mr. Widder here. They have to report to the Board that Mr. Widder's letter to Mr. Jones, which was turned so much to their disadvantage, was to the effect that it might fairly be inferred from what the Canada Company had already done for the Toronto and Guelph Company, and from the fact that they had given \$500 towards a survey of the line between Guelph and Goderich, and the more considered that the extension of that line from Guelph through Stratford, to Goderich, had nothing which could, by any possibility give color to the statement by Mr. Jones, that the Canada Company would assist the Buffalo and Brantford Company in their project, and are the more convinced that Mr. Jones, having made this statement, on finding in his own letter to Mr. Widder of the 20th June, the following statement.

"I shall attend the meeting, when the merits of the two lines will be discussed, and I shall take the opportunity of stating to it my views on the subject, and if the Guelph Company are in a position to pay the expenses of the survey of the continuation of the line to this place, and their efforts to negotiate the Debentures issued by the different Municipalities for the construction of the line, and if the United Counties only act in co-operation with the Toronto Directors, in the furtherance of that line of continuation, it will be completed without any doubt. If I have the opportunity afforded me of speaking on the 29th inst., I shall endeavour to place the advantages which would result from the proposed line, and in being supported as it is, and urge upon their honorable attention, that their co-operation is alone wanted to secure the extension, and shall do all I can to give due weight to the consideration of their advantages. In concluding the meeting, I beg to express their conviction that the people of the Townships of Huron, Perth, and Bruce, will not so readily fall in with the conclusions arrived at by the public meeting held at the Town of Goderich, already two Townships (as your committee are equally informed) are petitioning by Petition to the Legislature, praying for a separation from the County, on account of the Resolutions passed at that meeting, and the vote of the County Council. All which is respectfully submitted. (Signed) A. M. CLARKE. COMMITTEE ROOMS July, 15th 1852.

(Copy) COUNTY CLERK'S OFFICE, GODERICH, 8th July, 1852. Gentlemen—I have the honor to inform you that your statement relative to the opening of a Communication between Toronto and Goderich by Railroad was laid before the County Council, who referred the same to the Railroad Committee, which Committee made the following deliverance thereon, and the same was afterwards confirmed in open Council. "Letter from the Delegates of the Toronto and Guelph Railroad to the Municipal Council. We have carefully considered the proposition contained in the above letters, and equally with the Toronto Delegates appreciate the importance of Railway Communication through the United Counties, but consider that the inhabitants are more interested in the construction of a Railway to intersect the Great Western, and connect with the Buffalo and Brantford line which affords an easy and direct means of communication to the navigable waters of Lake Ontario or the American markets than that can possibly be by a connection with the Toronto and Guelph line of Railway, therefore at present would recommend that the Council do decline taking any action in the matter in the Toronto and Guelph Railway."

(Signed) D. H. IRVING, County Clerk. GEO. DUGGAN Esq. DR. CLARKE. Delegates Toronto & Guelph R.R. Company, Toronto.

(Copy) TORONTO, 6th July, 1852. To F. R. WIDDER, Esq., Commissioner to the Canada Company, and Director in the Toronto and Guelph Railroad Company. Sir—On Monday afternoon the 23rd ult., the day before the meeting at Goderich, it was currently reported in this Town—that Mr. Commissioner Jones had received a letter from you, intimating that should the public meeting in preference to the Toronto and Guelph line, the Canada Company would extend to the Toronto and Guelph line, and support as they had already given to the Toronto and Guelph Company, and that Mr. Jones intended to make a statement to the above effect at the meeting on Tuesday. The general rumor was confirmed by a near relative of the Commissioner, who stated that Mr. Jones had read the letter to him, and that in substance it was above.

As such a communication could not fail to neutralize any influence that we, as Delegates from the Toronto and Guelph Company, to which you are also a Director, might lay at the meeting (an opinion already expressed by opponents) and as we entertained strong doubts of the accuracy of the statement, we addressed a note to Commissioner Jones, of which the following is a copy.

Goderich, June 23rd, 1852. "Dear Sir—Having had the honor to be appointed by the Board of Directors of the Toronto and Guelph Railroad Company to attend the meeting of to-morrow to watch over the interests of that Corporation. It is with no little surprise we have learned since our arrival, that it is generally reported, and said to be on your authority that the Canada Company intend to co-operate with the proposed Buffalo and Brantford line, as readily as with that of the extension of the Toronto and Guelph line through Stratford to Goderich, and which is the object of our visit here to promote. "Our surprise has originated from having learned as Directors of the Toronto and Guelph Company (of which Mr. Widder is also a Director) the tenor of the correspondence that has passed between Mr. Widder and yourself and the Canada Company on the subject. "Should therefore any allusion be made to-morrow to anything of this nature we shall call upon you for the production of the authority on which the statement is made, and we entertain no doubt from your well known condition in all matters of business, that you will be prepared to establish or deny the statement upon authority above recited."

We remain your obedient servants, G. DUGGAN, A. M. CLARKE, T. M. JONES, Esq., Comr. No notice whatever was taken of this note, but you will perceive in the report of the proceedings in the Signal newspaper, that Mr. Jones considered it his duty to state to the meeting precisely what had been reported to be done, only using your name as his authority, and that he stated, before making a Report to the Board we feel it due to you to put you in possession of the above facts, that you may if you think proper, be prepared with an explanation. Mr. Jones's speech was written one, which he was allowed to read at the meeting. He stated that he had prepared it on Monday evening, having previously consented to act as chairman. We are, your obedient servants, A. M. CLARKE, G. DUGGAN.

(Copy) CANADA COMPANY'S OFFICE, TORONTO, 6th July, 1852. Gentlemen—I am in receipt of your letter of this day by which you request certain explanations connected with the proceedings at the public meeting held at Goderich on the 23rd ult., upon Railway matters, at which you were deputed to act as representing the Toronto and Guelph Railway Company, in reply I have to state, that it would be a tedious and unprofitable matter to repeat in full all the circumstances bearing upon the question at issue, because they are spread over a space of time, and occupy a great length of correspondence, and that it is not in my power to do so. I have to state, that it would be a tedious and unprofitable matter to repeat in full all the circumstances bearing upon the question at issue, because they are spread over a space of time, and occupy a great length of correspondence, and that it is not in my power to do so. I have to state, that it would be a tedious and unprofitable matter to repeat in full all the circumstances bearing upon the question at issue, because they are spread over a space of time, and occupy a great length of correspondence, and that it is not in my power to do so.

I have the honor to be, Sir, your obedient servant, F. WIDDER, Commissioner. A. M. CLARKE, Esq., G. DUGGAN, Esq., THE REFUGEE. Goderich, 2nd August, 1852. To THOS. MERCER JONES, Esq., &c., &c.

Sir—I have the honor to acknowledge your letter of the 21st ult., enclosing a copy of the Report of the Toronto Delegates who attended the meeting of the 29th June last, and have laid the same before the corresponding Committee. I am instructed in reply to direct to express their regret and astonishment at the hostile tone that Report took towards all who supported the Buffalo and Brantford line, and towards yourself in particular, for the part you took in the proceedings of that day; the very incorrect account they have given of those proceedings, and the unjust and unfounded conclusions at which they have arrived respecting them, on the principal claim of the Report, to wit, that it appears that the present movement in favor of the Buffalo and Brantford line, originated with yourself, and that for your conduct on the 29th, the Meeting would have adopted a very different course. To show that there is no cause for such an assumption, the Committee present you with the enclosed Hall Bill, dated so far back as the 14th March 1851, calling a public Meeting to take into consideration the propriety of opening a correspondence with the Corporation of the Town of Brantford on the all-important subject of a Railroad to terminate at Goderich. On that occasion the Committee know that you were absent from Goderich, and consequently took no part in the proceedings. The present movement began by a public meeting held on the 25th May last which

you were absent at Sandwich. A corresponding Committee was then appointed and shortly after a deputation was sent by that Committee to Brantford to attend a Meeting held there on the subject; and the Meeting of the 26th June was advertised before your return to Goderich; so that on neither of these occasions, can it be said with the least semblance of truth, that the movement originated with yourself. It is true that the Committee were anxious to secure your attendance as Chairman at that meeting, not because you were a Commissioner of the Canada Company, but because you have ever been zealous in promoting every public improvement, and the Committee knew no person that possessed in anything like the same degree the confidence of the people of these Counties, as you did not agree to act as Chairman until assured by the Committee that they did not wish you to take the Chair in your official capacity, but merely as a private gentleman. It was not known to the Committee that your taking the chair would be opposed by any adverse party, till the evening of Monday, the 28th, when it was intimated to a member of this committee by Mr. John Galt, in the presence of the Toronto Delegates, that if you were proposed to take the chair in your private capacity, that on that question; he was warned that he anticipated anything so unpopular, he would scarcely give any one a second his motion, unless some of his friends then present (meaning the Toronto Delegates) would do so, further, that if he made such an attempt he would not be successful. And, as you are well aware, when he did persist in pressing his motion that the warden should take the chair, he failed in obtaining even a second or two.

With respect to the account given by the Delegates of your conduct in the chair, the Committee will willingly bear testimony to the fact that in your opening address, when you had occasion to advert to the Canada Company, you carefully intimated that you gave your opinion individually, and not as representing that Company, and that you would on the meeting the propriety of giving a fair and impartial hearing; and that when the Meeting did become restive under the address of Mr. John Galt and Mr. Duggan you repeatedly requested the meeting to be quiet and to give the speaker a fair hearing, and even requested Mr. Widder, a member of the Committee, who was then on the platform, to use his influence to keep order, it is therefore incorrect to say that the noisy portion of the meeting were in no way discontinued by the chairman. As to the insinuation that the members of the committee were not sincere in their endeavors to obtain for all parties a fair and impartial hearing, the committee would simply remark that it is utterly at variance with the actual facts of the case.

The committee feel satisfied that neither the last of your having taken the chair, nor your conduct as chairman, had anything to do with the result of the meeting; and on the contrary, they believe that had any other respectable person who could have stated in plain terms the object of the meeting, taken the chair, the result would have been the same, the people are so interested in the subject, and so desirous to obtain for all parties a fair and impartial hearing, the committee would simply remark that it is utterly at variance with the actual facts of the case. The committee feel satisfied that neither the last of your having taken the chair, nor your conduct as chairman, had anything to do with the result of the meeting; and on the contrary, they believe that had any other respectable person who could have stated in plain terms the object of the meeting, taken the chair, the result would have been the same, the people are so interested in the subject, and so desirous to obtain for all parties a fair and impartial hearing, the committee would simply remark that it is utterly at variance with the actual facts of the case.

By order of the Committee, THOMAS KYDD, Chairman. Goderich, 3rd August, 1852.

CIRCULAR TO THE MERCHANTS OF GODERICH. Sir—In the Report of the Delegates from the Toronto and Guelph Railroad Company at the meeting held here on the 29th June last, it is stated that "None of the respectable Merchants took any part in the proceedings," and, from what precedes and follows that statement, it would appear that the Delegates infer from that circumstance, that the Merchants here were still more in favor of a line of Railroad via Goderich & Brantford. As this Committee have had an other object in view, from the moment of their appointment, but to secure the fullest expression of the feelings of every class on this all-important subject; and as they consider the Mercantile interests of the County, and the welfare of the people, to be the paramount consideration; they will feel obliged by an expression of your opinion as to which of the two routes will best serve the Mercantile interests of Goderich, and of these United Counties generally.

I have the honor to be, Sir, your obedient servant, THOS. KYDD, Chairman, Corresponding Committee. To THOS. KYDD, Esq., Chairman, Goderich, August 2nd, 1852.

Sir—I beg to say that I was in Buffalo on the 29th of June, on my way to New York, to make purchases of merchandise; and that I am altogether in favor of the line to Buffalo (crossing the Great Western) which I believe will at an early period be a paying concern and of incalculable benefit to the whole section of country, on the other hand I look upon the Toronto route with the greatest distrust and I now think as I always have done that it is a very chimerical affair.

Yours respectfully, ROBERT PARKER, Goderich, August 2nd, 1852. Goderich, 2nd August, 1852. Dear Sir—I duly received your circular of the 2nd inst., with regard to my opinion of the two lines of Railway that are in contemplation to this place, via Goderich to Toronto, and by Falls to Buffalo, I considering the latter route has many advantages over the former line, and having attended the meeting here on the 29th June last, I feel convinced that the Town of Goderich and these United Counties generally, will receive more benefit by the Paris and Buffalo line.

I have the honor to be, Sir, your obedient servant, W. R. GRACE, THOMAS KYDD, Esq., Chairman, Corresponding Committee. Goderich, 2nd August, 1852. Sir—I beg to acknowledge the receipt of yours of this Morning, wishing to know which of the two lines of Railroad, I as a Merchant of Goderich, most approve of, and in reply I beg to say, that I am of opinion the Brantford, Paris, Hamilton and

Buffalo Railroad would be the most eligible. Yours truly, WILLIAM M. WITTON. THOMAS KYDD, Esq., Chairman, Corresponding Committee. Goderich, 2nd August, 1852. Sir—I beg to acknowledge the receipt of your circular of this morning requesting an expression of my opinion as to which of the two proposed Railroads viz., that from Goderich by way of Guelph to Toronto, or that from Goderich by way of Falls to Hamilton and Buffalo, will best serve the Mercantile interests of Goderich, and the surrounding country generally.

Though I have not given the subject that consideration which might be necessary to enable me to arrive at so full an understanding of it as to induce me to offer my opinion with great confidence, still I think I may without fear of contradiction assert that no person can look at a Map of North America and trace upon it the two proposed lines of Railroad without at once seeing that the line in which your Committee are interested, is considerably the advantage over the Toronto and Guelph line, in so far as regards the distance between Goderich and the seaport.

I am well aware that it has been affirmed by those in favor of the Toronto and Guelph line, that if the River St. Lawrence be regarded justly as the natural outlet for the exported produce of this section of Canada, then that line would be found to be the most advantageous to our Agricultural and Mercantile interests. However, those who have entertained this view, evidently forget or disregard the fact, that the distance from Goderich to Montreal by way of Hamilton is shorter than that between Goderich and Montreal by way of Guelph and Toronto. On the other hand, the distance between Goderich and New York by Buffalo route is undeniably much shorter than by Guelph and Toronto; and as New York is every year becoming of more importance to this part of Canada than Montreal, the fact that the great saving in time could be effected by travelling on the line proposed by your Committee ought to decide every Merchant, as it has done myself in favor of the Goderich and Buffalo Railroad.

In reference to the statement made by the Delegates from the Toronto & Guelph Railroad Company, that "none of the respectable Merchants took any part in the proceedings of the meeting held at Goderich on the 29th June," I shall of course only speak for myself. When the meeting of the 29th June took place, I in company with Mr. Parks, was on my way for New York, and had I not been home at the time, there could be a doubt in the minds of those who know me, that I should have been present at the meeting, and in the event of my not having taken any part in the proceedings you are aware that such a circumstance would have been attributable to any other cause than a feeling of opposition to the Railroad scheme of your Committee.

I have the honor to be, Sir, your obedient servant, JAMES WATSON. THOMAS KYDD, Esq., Chairman, C. C. Goderich. Goderich, 2nd August, 1852. Sir—I am in receipt of your communication of this morning, in which you say "the committee will feel obliged by an expression of your opinion, as to which of the two routes will best serve the Mercantile interests of Goderich, and of these United Counties generally." I am convinced that the route via Paris, Hamilton, and Buffalo, will be decidedly the most advantageous to our Agricultural and Mercantile interests, as it gives a choice of markets, even that of Toronto as there cannot be a doubt of Hamilton and Toronto being very shortly connected by Railway as they are at present by boat.

I have the honor to be, Sir, your obedient servant, H. B. O'CONNOR. To THOS. KYDD, Esq., Chairman, C. C. Goderich. Goderich, August 2nd, 1852. Sir—In reply to your letter of this date, I beg to inform you, that every individual Merchant in Goderich, appears to be altogether in favor of a Railroad here, to Paris, Brantford and Buffalo, in place of one to Guelph & Toronto. The very superior claims of the former over the latter route, appears to me, to require but little consideration, as that would be the best paying road. The absence from home on the 29th June, caused some of our principal Merchants to be unable to attend the meeting; and a press of business, prohibited me from being present. Mr. Watson and Mr. Parks were in New York, and I think Mr. Parsons was in Hamilton, had they been present, I am sure they would have proclaimed with all the Multitude assembled for the Goderich, Brantford and Buffalo Railroad, the Toronto Delegates, did not do me the honor to mention which line I was in favor of, and there assuming, that respectable merchants, were more in favor of the Toronto and Guelph line, in place of the route to Buffalo, Brantford and Paris, I have the most sincere desire, and will be happy, to do all in my power to forward its interest.

I have the honor to remain, Sir, your most obedient servant, MAURICE B. SEYMOUR. Goderich, 2nd August, 1852. To THOS. KYDD, Esq., Chairman, C. C. Goderich. Dear Sir—In reply to your favor of this date, in which an expression of opinion is desired, as to whether a line of Railroad via Goderich to Toronto or via Paris to Hamilton and Buffalo will best serve the

Mercantile interests of Goderich, and of these United Counties generally. We beg briefly to state that it is, and has been, our opinion ever since the subject was brought before the public that the route via Paris to Hamilton and Buffalo is best calculated to serve the mercantile interests of these United Counties, and if best calculated to serve the Mercantile interests it is of necessity best adapted to the requirements of the mechanical and Farming interests generally. The interests of the Merchant, and whatever results beneficially to the Merchants affects the Mechanic and the Farmer in precisely the same ratio.

We have the honor to be, Sir, your most obedient servant, MARWOOD & KNAYS. Goderich, 2nd August, 1852. Sir—I perceive from your Circular of this date that the Report of the Delegates from the Toronto and Guelph Railroad Company at the meeting held here, on the 29th of June last, implies that the Merchants and Business men of this Town, are still more in favor of a line of Railroad via Guelph to Toronto, than by Paris to Hamilton and Buffalo. I am surprised that these gentlemen should attempt to mislead the Public of Toronto through their report; and also, to deviate very considerably from the truth, any person who has travelled from Goderich to Toronto, and from Goderich to Buffalo, as I have done, must be well aware that the two routes bear no comparison to each other and must at once come to the conclusion that the Buffalo and Brantford line, if extended to Goderich would yield a handsome profit, while the Toronto and Guelph road would be a losing concern to its proprietors.

I am Sir, Yours &c., HORACE HORTON. To THOS. KYDD, Esq., Chairman, C. C. Goderich. Goderich, August, 1st 1852. Sir—In reply to your circular of this date containing an abstract of the report of the Delegates from the Toronto and Guelph Railroad, attending our meeting of the 29th June ult. You draw my attention to a reflection on the Merchants of this place generally, because they did not take a prominent and leading part in the proceedings of that day, ergo they were opposed to the Buffalo and Brantford route, and in favor of the Toronto and Guelph extension. Although not on the hustings I was present during the greater part of the time, and voted as I conceive every rational being having the welfare of the Town, Counties, and his own individual interests at stake would have done. The appealing of the Toronto Delegates to the feelings and politics of the people in styling the former a British line, and tending to republican terms, I considered contemptible and insulting to their intelligence and Loyalty and was happy to observe such clap-trap, was appreciated at its proper value, the arguments used here the same weight and were only supported by one or two of their friends on the hustings. The latter paragraph requesting my opinion as to which would be the most beneficial in a purely Mercantile view the carriage of Merchandise to Toronto is answered. I cannot conceive of an instance a superiority of the Toronto route over that of Brantford, by the latter, Lake Ontario will always be accessible giving us an equality with Toronto; and we have the Buffalo and Western travel of New York and Eastern States brought to us and I may say, throw into the bargain, the facilities of the Toronto and Guelph line.

I am Sir, your most obedient servant, BENJ. PARSONS. THOMAS KYDD, Esq., Chairman, C. C. Goderich. To the Chairman and Committee interested in forwarding the extension of the Buffalo and Brantford Railroad to Goderich. Gentlemen—In pursuance of a Resolution passed at the meeting held at Goderich the 29th ult., we proceeded to Buffalo for the purpose of answering to the Directors of the Buffalo and Brantford Railway Company, certain questions propounded in a document which was submitted to you by them, at that meeting. We have much pleasure in stating that we found an unanimous feeling in favor of our project, and have to express ourselves perfectly satisfied with the sincerity evinced by the Gentlemen we had the honor to meet, and have reason to place every reliance on their energy to overcome the many difficulties which may present themselves in an undertaking of such magnitude. As the people of Buffalo naturally seemed to place great reliance on the assistance to be expected from the Canada Company on our project, taking into consideration the great advantages their property would derive from a Railroad passing through its centre. It was resolved that the Chairman, Mr. Wadsworth, should accompany us to Toronto, and wait on Mr. Widder and ascertain how far any dependence was to be placed on the assistance of that body, in conformity with this Resolution, we waited upon Mr. Widder in company with Mr. Wadsworth; when that gentleman at once and emphatically declined giving any assistance to the extension of the Buffalo and Brantford line of the Toronto and Guelph line; also, that it was a more British undertaking, and that a want of courtesy had been shown to the Toronto and Guelph line, in abandoning the Toronto and Guelph line, without consulting them. It is, however, our opinion that Mr. Widder's feelings of opposition were in some measure increased by the belief that this line is not and will not be the choice of the people of these Counties. And to this belief it was reasonable that he should arrive, from the report of the Delegates from Toronto, who attended the meeting held at Goderich on the 29th of June, who by their report, would lead the Directors of the Toronto and Guelph line, to believe that no dependence, as to the feelings of the public, was to be placed on any Resolutions passed at the meeting in question; that it was only attended by a few ignorant and uninfluential people, &c., &c. The Parliamentary elections are now almost over, and according to the most careful classification, the new House of Commons stand thus:— For the Ministry 325 Opposites 278

Majesty for the ministry 53 In the above are included 45 Ministers, 44 liberal Conservatives—and there are between 80 and 40 places yet to be heard from. There are 107 non members who take the seats of members of the old houses, who either retired or were defeated. The above small majority, it will be seen is barely sufficient, under the most favorable circumstances, to carry on the business of the House. DEATH OF THOMAS GIBSON.—Thomas

arriving tonight might or might not, be expected from the Canada Company we conceived our mission ended; but we may perhaps be allowed to make some few remarks on the merits of the two lines. In the first place, it is doubtful, if you had decided in favor of the Toronto and Guelph line, in preference to the one to Buffalo; whether the Municipalities of Toronto or Guelph, would or could have rendered any assistance in carrying out the project. That Guelph does not wish the extension, may be inferred by its member voting against ever obtaining a Charter; and after seeing the amount of Stock taken by the County of Wellington in the line to Toronto, we could hardly expect that a further amount would be taken in the extension line, again, the City of Toronto, this time, during our stay, has already a large debt, and to meet the principal and interest of this, will cause the rates to fall here on its inhabitants. And it would be at least doubtful whether its Rate payers would be willing to submit to a heavier tax by taking Stock in the extension to Goderich. Buffalo on the contrary is free from debt, and has not the lukewarm feeling towards Goderich, that has always been evinced by the people of Toronto; on the contrary, its inhabitants are fully alive to the importance of the projected extension to Goderich, and we have had ample opportunity during our stay for days sojourn in Buffalo, of becoming well satisfied that our line, once completed, from the immediate arrivals of Emigrants to be forwarded to the far West, and forming as it would do, a direct route to the North Western States, will become one of the most lucrative and popular Railroads in the Province of Canada. And we may further state that immediately upon the By-Law being passed by our Municipal Council, authorizing our taking the Stock mentioned in the said By-Law, that the work will be commenced.— And we know enough of the energy of our neighbors, to warrant us in predicting a speedy and satisfactory conclusion, and that before two years, we shall have the satisfaction of seeing this much desired Railroad in full and successful operation. We have the honor to be, Gentlemen, your obedient servants, WILLIAM CHALK, GEO. BROWN. Goderich, Aug. 6th, 1852.

ARRIVAL OF THE "NIAGARA." HALIFAX, Aug. 4. The Niagara from Liverpool on the 4th arrived early this morning at M., with days later news she brings 62 passengers for Boston. The Liverpool cotton market in the early part of the week was very quiet, with a slight decline. Sales about 5,000 bales per day. In the latter part of the week it assumed a firmer tone, with increasing sales. The sales of the week 32,000 bales, at steady prices. Good brands of three held firm. No political news of importance.—Spectator. LATER BY THE NIAGARA. RESULT OF THE PARLIAMENTARY ELECTIONS. The Parliamentary elections are now almost over, and according to the most careful classification, the new House of Commons stand thus:— For the Ministry 325 Opposites 278

ARRIVAL OF THE "NIAGARA." HALIFAX, Aug. 4. The Niagara from Liverpool on the 4th arrived early this morning at M., with days later news she brings 62 passengers for Boston. The Liverpool cotton market in the early part of the week was very quiet, with a slight decline. Sales about 5,000 bales per day. In the latter part of the week it assumed a firmer tone, with increasing sales. The sales of the week 32,000 bales, at steady prices. Good brands of three held firm. No political news of importance.—Spectator. LATER BY THE NIAGARA. RESULT OF THE PARLIAMENTARY ELECTIONS. The Parliamentary elections are now almost over, and according to the most careful classification, the new House of Commons stand thus:— For the Ministry 325 Opposites 278

ARRIVAL OF THE "NIAGARA." HALIFAX, Aug. 4. The Niagara from Liverpool on the 4th arrived early this morning at M., with days later news she brings 62 passengers for Boston. The Liverpool cotton market in the early part of the week was very quiet, with a slight decline. Sales about 5,000 bales per day. In the latter part of the week it assumed a firmer tone, with increasing sales. The sales of the week 32,000 bales, at steady prices. Good brands of three held firm. No political news of importance.—Spectator. LATER BY THE NIAGARA. RESULT OF THE PARLIAMENTARY ELECTIONS. The Parliamentary elections are now almost over, and according to the most careful classification, the new House of Commons stand thus:— For the Ministry 325 Opposites 278

ARRIVAL OF THE "NIAGARA." HALIFAX, Aug. 4. The Niagara from Liverpool on the 4th arrived early this morning at M., with days later news she brings 62 passengers for Boston. The Liverpool cotton market in the early part of the week was very quiet, with a slight decline. Sales about 5,000 bales per day. In the latter part of the week it assumed a firmer tone, with increasing sales. The sales of the week 32,000 bales, at steady prices. Good brands of three held firm. No political news of importance.—Spectator. LATER BY THE NIAGARA. RESULT OF THE PARLIAMENTARY ELECTIONS. The Parliamentary elections are now almost over, and according to the most careful classification, the new House of Commons stand thus:— For the Ministry 325 Opposites 278

ARRIVAL OF FOUR DAYS' LAT. The steamship "Africa" after new arrival of the morning pool to the 20th ult. The "Africa" will arrive at Liverpool on the 21st inst. Cotton market 1-8. Wheat in fair demand. American wheat, No. 1, 64; No. 2, 63; No. 3, 62; No. 4, 61; No. 5, 60; No. 6, 59; No. 7, 58; No. 8, 57; No. 9, 56; No. 10, 55; No. 11, 54; No. 12, 53; No. 13, 52; No. 14, 51; No. 15, 50; No. 16, 49; No. 17, 48; No. 18, 47; No. 19, 46; No. 20, 45; No. 21, 44; No. 22, 43; No. 23, 42; No. 24, 41; No. 25, 40; No. 26, 39; No. 27, 38; No. 28, 37; No. 29, 36; No. 30, 35; No. 31, 34; No. 32, 33; No. 33, 32; No. 34, 31; No. 35, 30; No. 36, 29; No. 37, 28; No. 38, 27; No. 39, 26; No. 40, 25; No. 41, 24; No. 42, 23; No. 43, 22; No. 44, 21; No. 45, 20; No. 46, 19; No. 47, 18; No. 48, 17; No. 49, 16; No. 50, 15; No. 51, 14; No. 52, 13; No. 53, 12; No. 54, 11; No. 55, 10; No. 56, 9; No. 57, 8; No. 58, 7; No. 59, 6; No. 60, 5; No. 61, 4; No. 62, 3; No. 63, 2; No. 64, 1; No. 65, 0; No. 66, -1; No. 67, -2; No. 68, -3; No. 69, -4; No. 70, -5; No. 71, -6; No. 72, -7; No. 73, -8; No. 74, -9; No. 75, -10; No. 76, -11; No. 77, -12; No. 78, -13; No. 79, -14; No. 80, -15; No. 81, -16; No. 82, -17; No. 83, -18; No. 84, -19; No. 85, -20; No. 86, -21; No. 87, -22; No. 88, -23; No. 89, -24; No. 90, -25; No. 91, -26; No. 92, -27; No. 93, -28; No. 94, -29; No. 95, -30; No. 96, -31; No. 97, -32; No. 98, -33; No. 99, -34; No. 100, -35; No. 101, -36; No. 102, -37; No. 103, -38; No. 104, -39; No. 105, -40; No. 106, -41; No. 107, -42; No. 108, -43; No. 109, -44; No. 110, -45; No. 111, -46; No. 112, -47; No. 113, -48; No. 114, -49; No. 115, -50; No. 116, -51; No. 117, -52; No. 118, -53; No. 119, -54; No. 120, -55; No. 121, -56; No. 122, -57; No. 123, -58; No. 124, -59; No. 125, -60; No. 126, -61; No. 127, -62; No. 128, -63; No. 129, -64; No. 130, -65; No. 131, -66; No. 132, -67; No. 133, -68; No. 134, -69; No. 135, -70; No. 136, -71; No. 137, -72; No. 138, -73; No. 139, -74; No. 140, -75; No. 141, -76; No. 142, -77; No. 143, -78; No. 144, -79; No. 145, -80; No. 146, -81; No. 147, -82; No. 148, -83; No. 149, -84; No. 150, -85; No. 151, -86; No. 152, -87; No. 153, -88; No. 154, -89; No. 155, -90; No. 156, -91; No. 157, -92; No. 158, -93; No. 159, -94; No. 160, -95; No. 161, -96; No. 162, -97; No. 163, -98; No. 164, -99; No. 165, -100; No. 166, -101; No. 167, -102; No. 168, -103; No. 169, -104; No. 170, -105; No. 171, -106; No. 172, -107; No. 173, -108; No. 174, -109; No. 175, -110; No. 176, -111; No. 177, -112; No. 178, -113; No. 179, -114; No. 180, -115; No. 181, -116; No. 182, -117; No. 183, -118; No. 184, -119; No. 185, -120; No. 186, -121; No. 187, -122; No. 188, -123; No. 189, -124; No. 190, -125; No. 191, -126; No. 192, -127; No. 193, -128; No. 194, -129; No. 195, -130; No. 196, -131; No. 197, -132; No. 198, -133; No. 199, -134; No. 200, -135; No. 201, -136; No. 202, -137; No. 203, -138; No. 204, -139; No. 205, -140; No. 206, -141; No. 207, -142; No. 208, -143; No. 209, -144; No. 210, -145; No. 211, -146; No. 212, -147; No. 213, -148; No. 214, -149; No. 215, -150; No. 216, -151; No. 217, -152; No. 218, -153; No. 219, -154; No. 220, -155; No. 221, -156; No. 222, -157; No. 223, -158; No. 224, -159; No. 225, -160; No. 226, -161; No. 227, -162; No. 228, -163; No. 229, -164; No. 230, -165; No. 231, -166; No. 232, -167; No. 233, -168; No. 234, -169; No. 235, -170; No. 236, -171; No. 237, -172; No. 238, -173; No. 239, -174; No. 240, -175; No. 241, -176; No. 242, -177; No. 243, -178; No. 244, -179; No. 245, -180; No. 246, -181; No. 247, -182; No. 248, -183; No. 249, -184; No. 250, -185; No. 251, -186; No. 252, -187; No. 253, -188; No. 254, -189; No. 255, -190; No. 256, -191; No. 257, -192; No. 258, -193; No. 259, -194; No. 260, -195; No. 261, -196; No. 262, -197; No. 263, -198; No. 264, -199; No. 265, -200; No. 266, -201; No. 267, -202; No. 268, -203; No. 269, -204; No. 270, -205; No. 271, -206; No. 272, -207; No. 273, -208; No. 274, -209; No. 275, -210; No. 276, -211; No. 27