£200.

The following extract is from the assessors' returns, showing the staple produce of these United Counties in the year 1850, the last statement that has been made:—

Wheat	292,949	bushels.
Barley	13,012	"
Rye	2,181	"
Oats	215,415	"
Peas	54,657	"
Indian Corn	5,352	"
Potatoes	210,913	"
Buckwheat	673	"
Mangle wurtzel	297	"
Turnips	143,725	"
Hay	12,823	tons
Flax or hemp	7,359	pounds.
Maple sugar	351,721	"
Wool	54,347	"
Fulled cloth	10,303	yards.
Linen or cotton cloth	1,197	"
Flannel or other unfulled cloth	41.397	"
Cheese for market	7,761	pounds.
Butter for market	58,873	"
Beef or pork for market	1,308	bbls.

And they further rejoice in the possession of the following stock:

Neat cattle	26,260	
Horses	2,646	
Sheep	20,022	
Hogs	14,655	

The Report of the Directors of the Great Western Railroad, in September, 1847, is now before us, and in it, it is stated as a well know fact, that flour has been carried from Albany to Boston, a distance of 200 miles, where there are grades of 85 feet per mile, for 25 and 30 cents per barrel; and contrasting the grades of that line with those of the Great Western, from Detroit to Hamilton, 158 miles, the conclusion drawn is, that the bare cost of conveyance of a barrel of flour from Detroit to Hamilton, would be 20 cents. The distance from Goderich to Hamilton is 108 miles, with certainly as easy a grade as on the Great Western line; and, after that ratio, the cost on it of conveying a barrel of flour would be fifteen cents and fifteen thirty-sevenths of a cent, or about three cents for a bushel of wheat.

We believe the usual difference in the Market price of Wheat between Hamilton and Goderich has been 3d or 5 cents, but between Stratford and Hamilton, we believe, it has not been less than 12½ cents; and on Pork 5s or one dollar per 100 lbs. If, therefore, the farmer, instead of selling his wheat for 2s. 6d. throughout the whole of the central and Eastern portion of the Tract, can send it to Hamilton and obtain 3s. 1½d, less, say 3d for carriage, he gains 4½d a bushel upon the transaction; and should he have 400 bushels of wheat, and one ton of pork to sell, his gain through the Railroad would amount to £7 10s on his wheat, and £5 on his pork, making together £12 10s; and, as a matter of course every other article of produce will be enhanced in value to him in proportion to the saving effected in the cost of transportation; and thus, though the Railroad yielded no direct return to him in the shape of dividends, his increased profit on the sale of his produce would ultimately discharge the whole cost of the work.

His Assessed Taxation on account of the Railroad being, if for the discharge of the whole cost of the work, or £255,000 and interest in 20 years £2 14 2 per ann.
If on £150,000 only 1 17 6 "
Whilst the increased value given to his produce is - - 12 10 0 "

In 1850, according to the Official Returns, the population of these Counties was 26,875; their consumption of wheat we will say, was 5 bushels per head, making a total of - - 134,375 bush.
This deducted from the gross produce or 292,949
leaves for exportation - 158,574 "
And say, that in consequence of Railroad means of transport, this quantity is enhanced in value 6d. or 10 cents a bushel, after deducting the cost of transport by Railway.

The increased value thus secured, would amount to £3964 0

The number of Hogs returned was 14,655, say that one-half were made pork of, and that they (the one-half) weighed 250 lbs each, or in all, that they weighed 1,838,875 lbs, and that we deduct for domestic consumption one-fourth, we shall then have left for exportation 1,373,907 lbs. Then if we assume the increased value given to the Pork on sale at 3s 9d per 100 lbs, the amount gained will be 2576 5

Of grain other than wheat there was returned

Barley,	13,012	bush.
Rye,	2,181	"
Oats,	215,415	"
Peas,	54,657	"
Indian corn,	5,352	"
and Potatoes,	210,912	"
Butter,	58,873	lbs. for market.
and Pork,	1,308	bbls. do

Here, if we assume that the whole of the Barley and Rye,—three-fourths of the Oats,—one-half of the Potatoes and the whole of the Butter were sold either for home consumption or exportation, and that 3d per bushel on the grain and Potatoes, and 3d per lb. on the Butter, and $2 per bbl on the Pork, would have been obtained in addition to the price which we had to be contented with from not possessing a Railroad, the gain would have amounted to 4917 8

Showing a total loss to the farming interest of £11,457 13
But we find returned also neat cattle 26,180
Sheep, 19,987

Of the former, we may assume that 3,273 or ⅛ were of an age fit for sale or market, and that they would have fetched each 10s more, had there been a railroad. The amount thus gained would have been £1,636 10

and of the sheep that 14,989 or ⅓ths were sold that year, and that in consequence of a Railroad 2s 6d each in addition would have been obtained 1,873 12

Then add the gain which would, as above shown, have accrued on the grain, barrelled pork, potatoes & butter, £11,457 13. And it will appear that under these heads on the Assessment Returns for 1850, the gain to the Farmers, in that year would have been, had there been a Railroad £14,967 15

Whilst the assessment for the payment of the Interest and the sinking fund for the discharge of the debt of £150,000 for its construction would have been only - - - 12,746 0
showing an excess in the increased value of produce over the assessment for the construction of the Railroad of £2,220 15
exclusive of that on the other articles of produce enumerated in the assessors' returns, and not here taken into consideration.

But it must be borne in mind that the population, resources, and value of assessed property, is annually increasing and that the ratio of increase would thus be immensely augmenting, as has been here shown, should the projected railroad be constructed; and thus would the Individual Assessment Rate, imposed in consequence of the construction of this important work be annually diminishing; this fact is strikingly exhibited in the following comparative statements for a series of years, taken from the Assessors Rolls.

Years.	Population.	Acres cultivated.
1843	9,178	24,844
1844	11,506	39,816
1845	13,500	35,701
1846	14,983	44,747
1847	16,643	53,341
1848	20,450	64,599
1849		73,595
1850	26,953	86,424
1852	37,575	

The quotations given from the Assessors' Rolls, upon which the preceding estimate of profit from a Railroad has been founded, are for the year 1850, when the population was only, as it is here shown 26,953.

And by the Census recently completed, in accordance with the requirements o the Statue, it is shown to be now 37,575 being an increase in two years only of 10,622, or after the rate of 20 per cent. per anum, and this has been as will be seen from the above statement the ratio of increase annually for a series of years past.

The Farmers of these Counties are too well aware of the fact, to required to be reminded, of the great demand there is in the United States market for cattle, and they will, at once perceive that the above estimate is below the mark; they will also see that many other sources of profit have been left unnoticed, such as poultry, vegetables, eggs, &c, &c. all tending to enhance, the advantages which would be derived from the possession of such means of communication with better markets than we now posses. It is of no consequence whether the surplus produce which a farmer disposes of be exported by himself, sold to new settlers, or other requiring to purchase or to the merchant for the possession of a Railroad conveyance, ensures him the same price as could be obtained at Hamilton, after deducting expense of transport thither, and other charges trifling in amount.

Another important effect of the Railroad would be the increase which would immediately be given to the value of real estate through all the Townships through which it would pass, and in a degree to all the remote Townships also. We will assume that it adds, on an average, $1 an acre to 1,000,000 acres, or about one half of the lands in these United Counties—the amount gained is £250,000 or in other words, the hour the railroad is completed, its effect it itself to discharge the whole amount of its cost.

A still further and more important source of profit would be found in the inexhautible fisheries of Lake Huron and its mineral wealth. The supply of fish is adequate to any demand for it, however extensive, and the fishing season, being late in autumn, a large portion of the supply, would, of necessity, pass over the Railway, owing to the closing of the navigation of the Welland Canal before the whole could be sent that route.

Then again, the intercourse with Lake Superior, and the annually increasing nature of it. The wonderful richness of its mineral productions, and the geographical position of Goderich in relation to Buffalo and the Sault Ste Marie, all justify the conclusion, that the majority of travellers to and from the mines, would take the Goderich route, for 170 miles of Railroad which would be passed over in 8 or 9 hours, would place the traveller from Buffalo, at Goderich; where he would be only 235 from the Sault St. Marie; whereas had he taken the Great Western Railroad he would, in the same time, have got no further than Detroit; whence he would have been 355 miles from his destination. Under such circumstances, we think no doubt can exist that Goderich, with this projected Railroad, would become the great *entrepot* of an extensive trade with Lake Superior, and that the Paris and Goderich Railroad would secure dearly the whole of the travel thither.

From Detroit or same port on Lake Huron, or Lake Michigan, the travellers for Lake Superior must, of necessity, take water conveyance; and a glance at the map, and the geographical position of Detroit, Chicago, Buffalo, Goderich, and the Sault Ste Marie, will convince the most sceptical, that no position can compete with Goderich, for securing that great North Western travel and commercial intercourse; and thus would our line of Railroad possess, without a rival, a source of profit which would, of itself, secure the undertaking being immensely remunerative

We shall now assume that the benefits of a Railroad are admitted to be so clear and conclusive, that these counties are resolved upon constructing it, and that the only question is, shall they adopt the Paris and Hamilton, or the Guelph and Toronto line.

Economy of time—of money—advantages of market, and facilities for reaching more distant places—the means of extensive travelling to the Lower Provinces, and the Northern and Western States of the Union by means of Railroads *already in existence*, should determine the question.

If we take the Guelph route, we find no facilities of the kind till we reach Toronto—the whole object of the projectors of that line being to secure to Toronto the exclusion of Hamilton and traffic to the exclusion of Hamilton.

It will readily be admitted that Hamilton would be as good a market to the farmer as Toronto.

The distance from Goderich to Toronto *via* Guelph is - - 140 miles.
To Hamilton *via* Paris - - 108

The saving in distance, time and expences being thus shewn to be in favour of the Paris route.

But, by the Guelph route, we should be confined to the Toronto market. By Paris we have in addition to Hamilton, that of Paris, and Brantford and Buffalo the two former being the greatest milling districts in the Province.

Then, as to the facilities for further travelling should it be required by the passengers. From Goderich to Paris is 78 miles, and here is struck the Great Western Railroad. Should the traveller wish to go to Hamilton, he is only thirty miles from it, the Railroad takes him there in 1½ hours or in 5½ hours from leaving Goderich he is in Hamilton. Should Buffalo be his destination, the Brantford and Buffalo Railroad takes him there, crossing with the Baggage Cars from Fort Erie to Black Rock in 4 hours, and he reaches Buffalo in 7½ hours from Goderich. Should Detriot be his destination, at Paris he takes the Detroit Cars, being then distant 155 miles, and he reaches Detriot in 7 hours, or in 11 hours from Goderich.

In fact this line may be said to give a Railroad Communication between Goderich and every other railroad, between the St. Lawrence and the Mississippi, and the American Atlantic Ports.

Take the Toronto line, *via* Guelph, the Railroad travel ceases at the former port, and can only be extended by crossing Lake Ontario in a Steamboat.

Should the destination of the traveller be New York, a continuous line of Railaoad takes him there in 30 hours from Goderich *via* Paris, Brantford and Buffalo—whilst, by the way of Toronto, and Rochester, he would require 38 hours—having to cross Lake Ontario in a Steam-boat. Should it be Kingston or Montreal the same Railroad facilities are open to him for the entire route, with the exception of having to cross the River St. Lawrence.

A Railroad of 78 miles places the traveller on the great western Railroad 30 miles from Hamilon—thus securing these stupendous results—one to Toronto, of 140 miles places him on the shores of Lake Ontario, and there offers him a steam-boat and almost always a sickening rough and boisterous passage across to Rochester, where the advantages of a Railroad communication are again obtained.

Can we, under such circumstances, hesitate for one moment as to which route is the most entitled to our preference?

THOMAS KYDD, Chairman
of the Corresponding Committee.

☞ The Thermometer stood yesterday 80 deg. above Zero, at 12 o'clock.

Communications.

FOR THE HURON SIGNAL.

LETTER IX.

My Dear Sir:—You are desirous to know the exact state and prospects of a farmer in the Western States on one of these celebrated prairies, compared with a farmer in the East, say here on bush lands. This question I will here answer and state in opposite columns from which it will clearly appear that a great deal of delusion and deception lie on the public mind on this subject, and thousands to their grief have found out this when too late to repent. So at the expense of such, let others learn in time and and be more content with their shanty in the bush, connected as that is with a good deal of hard labour. However, the following will show whatever the labour may be the expense is much greater to buy, fence, fix and improve a farm on the Prairy, than in the heavy wood lands of Canada.

The Prairy farm of the West.		Bush farm in Canada.	
100 acres at the average price of $8 an acre,	£200	100 acres at 10s an acre,	50
Boards &c, for fencing a lot outside and centre,	400	Fencing the same,	50
Nails, carriage & erection,	100	Clearing 80 acres of it,	200
Lumber for houses,	150	Lumber 20,000 ft.	40
Building houses,	150	Building houses,	50
First ploughing,	7[illegible]	Fire wood,	00
Coal a year,	[illegible]	Bush farm,	£390
Prairy farm,	£1080		
	390		
The Western farm over and the Eastern,	690		

Now let it be observed that after all the odds against the clear farm of the West no notice is taken of the fact, that many other items of expense are greater on the clear farm than in the bush. In the bush a poor person often begins with his ax, and works his way by degrees, and does the whole by labour and not by cash—will begin stock by one cow, raise his own oxen, houses and all. On the prairy farm a span of horses, harness and waggon are indispensible at the outset which will cost about £70. A plough, a harrow, and many farming utensils must be bought at once, things which in the bush can be got by degrees and almost all made by the settler, for there it is no great loss to spoil a stick, another can easily be got—very well he can manage it so that his fencing and lumber will cost him no money, but his own labour, an object indispensible to many a poor man. Altho' in the preceding table I have got down the one for £50 and the other for £40. Moreover the farmer in the bush can make very often all his own furniture, and always a good deal of it, whereas the others has to buy all at a very high rate, and his fences although singularly expensive have to be often repaired, and once renewed in a man's life, which is no easy task as may be seen above, and sometimes carried through bad roads from 40 to 50 miles.

But here it may be necessary for me before I go further to explain some of my heavy items of expense on the clear farm. First it will be supposed that the price of the lands is too high, as plenty of Government land can be got for 6s 3d an acre.—But let it be observed that unless you completely banish yourself by going very far out behind others toward the Rocky Mountains or on the centre of these wild Prairies, perhaps without wood or water, no happy location can be got as Government land either in Illinois or Wisconsin. There are plenty of good land in the wild state for sale in every direction, but all the desirable locations are taken up by this time by companies and speculators running in before the emigrants, buying from Government at the low price above, and by some method much lower, and selling these lands to emigrants at different prices, some a little lower than $8, but in many cases much higher. The best bargain I though: that was offered me was wild land at $10 an acre, about 30 miles from Chicago, but near the Railroad leading to the Mississippi. These speculators have been seen to take up every lot of wood or bush land over the whole country and a few acres of that poor bush not to be compared with, and can be had but seldom in connection with [illegible] of buying to pay [illegible] at the exhorbitant rate of [illegible] often not within 6 or 8 miles, which comes to be very inconvenient for firewood, particularly for the new comers, not well fixed by horses and waggons. And to pass a cold winter on the face of these wild prairies would need good houses and plenty of firewood. Persons born and brought up in the bush would be some time before they could easily put up with the scanty supply. Some of these prairies are 50 miles in extent without a single tree, on which the herdsman will require a compass as well as the sailor on Lake Huron. And even there the people are circulating around them for 12 miles, and most inconvenient when all water for both the house and cattle is drawn from deep wells with great pains.—The low price for grain and the sickly character of the country, particularly persons fresh from Britain or Canada enters deeply into the account. So most undoubtedly when a person reaches the Eastern shores of Lake Huron, I think he is far enough West—and I am convinced the [illegible]-half of those who have gone further and made the experiment would say the same. The settler moves west, that can easily be accounted for on some other ground than preference, even necessity to find room, the same reason that made him cross the Atlantic.—But it should be always borne in mind that what he raises is sent East to market, and he has to pay the whole fare for what he sells and buys. So the market is against him both ways—I know where a backwoodsman complained bitterly of this, and said that he had to leave it after spending a good deal of labour on his lot, because he paid 2 bushels of wheat for a pound of tobacco. We hear a great deal of shipping, steamers and rail cars for the trade of the West, but what are these but the large waggons of the West, by which they send their grain to market, and carry back their merchandize in exchange, and their yearly expense is enormous. Let the farmer in the East, if anything like being well off, remember the common adage (for their is much wisdom in it,) "Let good enough alone." Parents are often led to travel only on account of their children, which may be proper, but not always the best act.—Let Parents well off help their children out of their purse, their stable and their cow-house, and keep their own hold if matters at all admit of the same. Let this be the rule and the other the exception.

Yours, &c., WM. FRASER.
Kincardine, March 24th, 1851.

THIS MORNING'S MAIL!

ARRIVAL OF THE BALTIC.

FOUR DAYS LATER FROM EUROPE.

NEW YORK, 13, 6 p. m.

The steamship Baltic arrived at an early hour this morning. She left Liverpool Wednesday, June 2d, and has consequently made passage in 10 days 20 hours. She bring 77 passengers and a fair amount of freight.

Cotton market unchanged.

Demand for wheat and flour has been good with considerable sales at full rates of last week.

Corn had realized a further advance of from 1 a 2s per quarter with moderate arrivals. The other American produce prices remain about the same with but little movement.

Western canal flour quoted at 20s 9d a 21s 6d Philadelphia and Baltimore at 20s 5d a 21s—Canadian at 20s 9d a 21s 6d. American white Wheat at 6s 2d a 6s 4d. Canadian white at 6s a 6s 2d. White corn at 30s 6d a 31s; yellow at 32s a 33s 3d; mixed at 31s a 31s 9d.

ENGLAND

The floor of the Com. Exchange in Brunswick street, Liverpool, gave way at noon on the 1st inst., precipitating upwards of 100 merchants to the vaults beneath. None were killed, however, although a number were more or less injured.

Nothing doing in Parliament.

The Cholera had broken out among the troops in India, who are dying in great numbers Several officers had also fallen victims.

FRANCE.

The *Moniteur* declares that the warlike rumors are unfounded, and that the right of the French nation to fix its own form of government has never been contested by other powers.

More refusals to take the oath of allegiance are announced. The refusals come principally from the members of the General Council.

[*Buffalo Express.*

GOLD IN CANADA!—In Canada also it seems Gold has been discovered. It was reported pretty generally through this city yesterday, by gentlemen from Orilia, that Gold has been discovered in that township, in the bed of a small creek which flows into Lake Simcoe.—*Colonist.*

INTERESTING FROM PORTUGAL.

The following is from a Lisbon correspondent's letter, dated April 29:—

"There is at present a question pending here, the issue of which is awaited with much anxiety by British and other merchants concerned in the exportation of salt from St. Ubes. That branch of the export trade of Portugal has long been subjected to a code of regulations, framed with a view of improving it, but producing, in reality, the contrary effect. It seems that in the 15 article of the treaty of 1842, between Great Britain and Portugal should not be understood to interfere with the regulations respecting the export of salt from St. Ubes; but that in that, as well as in every other respect, the subjects of the British Crown should be placed on a footing with the "most favoured nation." Some years after this a treaty was concluded between Portugal and the United States of America, by the sixth article of which it was agreed that with regard to the St. Ubes salt trade, the United States flag should be placed on a par with the Portugese. Now, as the fifteenth article stipulates that we shall be placed on a footing with the "most favoured nations," it seems to follow very clearly that we have a right to be placed on a footing with the Anglo-Americans, who are now the most favoured nation. It so happens, however, that the Americans have not hitherto, whether from ignorance of the advantage they possess, or from some other cause, laid claim to the benefit accorded to them, and it has not been in our power, therefore, to demand a participation in the benefit actually received, the stipulation never having been carried into practical effect. To bring the question to a head, however, the house of Toriades, of this city, have chartered an American vessel to go round to St. Ubes for a cargo of salt, to be taken to the United States, which the captain is instructed to demand, by virtue of the treaty, to be allowed to buy from whomsoever he pleases, and at whatever price he can get it for. If his right to do so should be admitted, then, of course, there can be no dispute about ours; and that it should be so, is of no little importance to us, as we can then get the article at from 500 to 550 reis the moyo, which is the average price of that portion alloted to the home market, or at the exhorbitant rate of [illegible] moyo. The result will soon be known—I am just informed that the United States Minister at this court, Mr. Haddock, has notified to the Portugese government, that if the American vessel sent round to St. Ubes should not be allowed to obtain her cargo of salt on the same terms as the Portugese, he will set up a claim for demurrage on behalf of her owners."—*Colonist.*

NEW YORK GOES FOR RECIPROCITY.—The Chamber of commerce in New York have reported in favor of Reciprocity of Trade with Canada.

In Buffalo there is a strong feeling in favor of this measure; and a petition has for several days been in circulation for signatures to be presented to the Legislature—praying for a reciprocity of trade with their neighbours. The ball is fairly in motion, and will be kept moving until this liberal international is granted.—[International (Boston).

CHOLERA.—Dates from Cincinnati June the 8th, states, that the Cholera is very fatal at the west. At a place called Marysville, Kentucky twenty-six, people were simultaneously attacked by this fatal disease and in a few hours twenty of the sufferers were dead.—*Colonist.*

We learn by the Owen Sound *Comet*, that all hopes of getting the steamer Belle off Cape Croker has vanished. Her larboard side is destroyed, and the northern winds since her stranding have made her an entire wreck.—*Globe.*

Married.

At Brucefield on the 3rd instant, by the Rev. Mr. Road, Thomas Mowbray, Joiner, London Road, to Margaret, Sixth daughter of James Pollock, Farmer, Hay.

On the 2nd inst., by the Rev Mr. Elwood, James Lomas to Martha second daughter of Robert Johnston, farmer, both of this Township.

SONS OF TEMPERANCE.

A special Meeting of Huron Division No. 123 will be held at the Hall of the sons of Temperance, on Friday, the 18th inst., at 8 o'clock P. M.

By order of the W. P
A. M. ROSS, R. S.

STRAYED

FROM the Subscriber at Mr. Bruster's Mills, Township of Bosanquet, on the 14th day of May, one black Horse, three years old, any person giving information that will lead to the recovery of the said Horse, will be liberally rewarded.

Please address Bosanquet P. O.
HENRY UTTER.
Bosanquet, June 10th, 1852. v5-n21 3t

HURON BUILDING SOCIETY

THE next Meeting of the Shareholders of this Society will be held at the BRITISH EXCHANGE HOTEL, Saturday evening, the 26th Instant, for the receipt of subscriptions, and sale of one or more Shares.

WM. BENNETT RICH,
T. & S'y. H. B. S'y.
Goderich, May 29, 1852. 5v-n17

COUNTY AGRICULTURAL SOCIETY OF HURON PERTH AND BRUCE.

SUBSCRIPTIONS will be received by the Treasurer of the above Society up to the 15th of July—but after that date no subscriptions can be accepted.

The next meeting of the Directors will take place at the British Exchange Hotel, on Saturday the 17th of July next.

R. G. CUNNINGAME, Sec.
Goderich, June 12th, 1852. v5-n21

NOTICE.

A meeting of the creditors of the late Alexander McDonald, will be held at the Huron Hotel, Goderich, on the 15th of July next, at 10 o'clock A. M.

WILLIAM J. KEAYS,
Administrator.
Goderich, June 16th, 1852. v5-n21

P. S. The *Canadian* will please give the above three insertions and send their account to the subscriber.

WILLIAM J. KEAYS.

LIST OF LETTERS

REMAINING in the Stratford, P. O. to June 6th, 1852.

Armstrong Geo	Murray Jas
Arbogast Jno	Magill David
Barker Wm	M'Tavish Douglass
Beadham Jno	Nieberlin August
Blass Geo	O'Dea Michl
Cashion Mrs Patrick	O'Dea Ed
Cullum David	Pudden Michl
Chisholm A D	Priest Jas 2
Dorsey Jas	Panley Geo
Dunlop Jno	Pearnon Jno
Fletcher Jas	Patrick Jas
Flanagan Jas	Riley Jno
Fitzpatrick Michl	Richardson Jos
Fennel Samuel	Reeves Patrick
Finley Samuel	Smith Abel
Frood David	Sullivan Patrick
Goether Anthony	Skillen Robt
Hewitt Arthur	Switeger Jacob
Hughes Jane	Switeger Chas
Hunter Matthew	Switeger Jno Geo
Hill Thos	Stewart Thos
Hill Richd	Thompson Jno
Kenada Wm	Tanner Jas
Kastner Peter	Uberlacker Mr
Kahler Nicholas	Volker D
Lesston Chas	Volker M
Murray David	Ultric C
Motherall Wm 2	Walmsley Jas
Mullarny Thos	Wallick C
Mills Andrew	Weber Jacob
Murray Henry	

A. F. MICKLE, P. M.
June 17th, 1852. v5-n21

REMOVAL.

JOHN RUSSELL,
BOOT-MAKER.

(RECENTLY FROM THE BEST SHOPS IN EUROPE.)

HAS been gracefully encouraged to remove to more central and commodious premises, 7, King Street West, next to the *Church Office*, where his rich and varied Stock consists of Ladies' Boots, in Silk, Satin, French and English Parnello and Cashmere. His Gentlemen's Boots for Walking, Riding, Fishing, Shooting, Surveying, &c., will be found unequalled for their Elegance, Excellence and Economy.

Toronto June 10th, 1852. v5-n21

IMPORTANT TO EMIGRANTS.

SETTLERS and others desirous of purchasing IMPROVED FARMS, Choice lots of Land, Mill Sites, &c., will save time and trouble by inspecting the Registry of the subscriber. And persons having property to sell or let are requested to send particulars of same to his office. No CHARGE for Inspection, nor for Registry until sale or rental effected. Letters post paid.

THOMAS NICHOLLS,
General Agent, &c.
District Offices.
GODERICH, June 10, 1852 v5n20

LIST OF LETTERS

REMAINING in the Bell's Corners up to June 7th, 1852.

Anderson James	Kritz John
Anderson Peter	Ketchey John
Aldeberch Chas	Rev Lemke Konrad 2
[illegible]	McDonald Donald
Broadrich Jacob 2	[illegible] Miss
Barton Dennis	McKinna Dublin
Couplan John	McAurthy Angus
Perriet Alex	McFarlin James
Gemmer John	Nelson David
Gourret John	Peffer Walter
Gray Isaac	Smith James
How Marria	School Sec. No. 4 N.
Herman Henry	Exethope
Jones James	Wuesly Joseph
Kiffir James 3	Watson Wm

WM. COSSEY, P. M.

TO ALL WHOM IT MAY CONCERN.

Notice is hereby given, that all parties indebted to the subscriber either by Note or Book account are requested to settle the same forthwith, with Thomas Gordon, Esq., at Clinton, and thereby save expenses.

B. LAVIN.
June 5th, 1852. v5-n20.

TOWNSHIP OF COLBORNE.

IN the County of Huron one of the United Counties of Huron, Perth and Bruce, in Upper Canada to wit.

Notice is hereby given that a By-Law, entitled a By-Law to raise the necessary funds for the general public expenses of the Township, and also for raising funds for making and repairing roads in the Township, was on the 10th day of April, 1852, passed by the Municipal Corporation of the Township of Colborne, in the County of Huron, one of the United Counties of Huron, Perth and Bruce, in Upper Canada, for the purpose of raising the sum of twenty five pounds, to meet the general public expenses of the Township of Colborne for the year 1852, and also to raise the sum of forty pounds for making and repairing roads in the said Township, and all persons are hereby required to take notice, that any one desirous of applying to have such By-Law, or any part thereof quashed, must make his application for that purpose to one of Her Majesty's Superior Courts of Common Law at Toronto, within six calendar Months at the farthest, after the special promulgation thereof by the publication of this notice in three consecutive numbers of the following newspapers, viz., the Huron *Signal* and the Huron *Loyalist*, or he will be too late to be heard in that behalf.

DAVID LAWSON,
Town Clerk.
Colborne, 10th June, 1852. v5n20-3w

WANTED IMMEDIATELY.

200 CORDS of good Hemlock Bark, for which the highest market price will be paid by the Subscriber.

W. G. SMITH.
Goderich, May 5th, 1852. v5-n15.

FINE ARTS.

THE subscriber respectfully announces to the Ladies and Gentlemen of Goderich and vicinity, that he is prepared to give instructions in the Art of MONOCHROMATIC PAINTING, by which pupils are taught in the course of a few interesting practical lessons, to draw a scene from nature in truthful linear perspective, to shade them in aerial perspective with all the beauty and effect seen in many of the best steel engravings; also to copy, and to enlarge or diminish in accurate proportions either their sketches from nature or from other pictures to any size desired.

Private lessons given at residences if required, without extra charge.

For further particulars enquire at my rooms, at Rattenbury and Dark's Hotel, where also all are requested to call and examine specimens of my own and Learner's paintings.

H. D. HAYWARD.
Goderich, June 3rd, 1852. v5n19 3w

R. H. BRETT,

GENERAL MERCHANT—WHOLESALE.
16 *King-St., Toronto, Upper Canada.*

IMPORTER of Shelf and Heavy Hardware, Bar Iron, Steel, Chain, Nails, Gunpowder.

—ALSO—

Importer of Tens, Sugars, Spices, Fruits, Dye Woods, Oils, Paints, Glass, Earthenware—in her Original Packages.

April 28th, 1852. v5-n15.

CIRCULAR ADVERTISEMENT.

THE Undersigned desires to acquaint his Correspondents and the Country Merchants of Western Canada that he is daily expecting by first Vessels in Liverpool and London, a large stock of Merchandize, which will be sold low to Cash buyers or on fixed definite credits.

R. H. BRETT.
161 King Street, Toronto, April 28th, 1852. v5-n15.

LINSEED OIL, PAINTS, HEAVY GOODS &c., &c.

THE Undersigned has for Sale
180 hogsheads and quarter-casks Boiled Linseed Oil.
70 hogsheads and quarter-casks Raw.
4 tons Putty in barrels, best English,
5 tons Whitening, in casks,
2 tons Chalk, in casks,
120 kegs best Dry White Lead,
200 kegs " " Red Lead,
10 casks containing kegs Ground Paint—all colours.
50 casks Epsom Salts,
10 barrels Sulphur,
10 barrels Cream Tartar,
40 cases Borax.

—ALSO—

Turpentine, Rosin, Pitch, Oil for Machinery, Olive Oil—in barrels; Vinegar in barrels; Castor Oil in cans and tins.

R. H. BRETT.
161 King Street, Toronto, April 28th, 1852. v5-n15.

HARDWARE &c.

FOR SALE BY THE UNDERSIGNED,
Scarce Maine's Grass Scythes,
4 do do Grading Scythes,
1 do Hooks,
400 dozen American Scythes, several Makers,
2 do Sickles,
70 kegs Coil Chain, all sizes,
140 do Horse Nails,
160 do Wrought Nails,
800 do Gunpowder (kegs and cannisters),
7 tons Sisal,
6 cases Single and Double Guns,
2 casks containing Saddles and Bridles,
22 do containing Cutlery, Edge-tools, Saws, Files, &c. (Sheffield Goods),
70 do containing Locks Latches, Screws, Butts, Traps, and a general stock of Birmingham & Wolverhampton Goods,
40 large Punch Kettles (Scotch)
8 tons of Pot and Camp Ovens.

R. H. BRETT.
161 King Street, Toronto, April 28th, 1852. v5-n15.

GROCERIES &c., IN THE ORIGINAL PACKAGES.

THE UNDERSIGNED OFFERS FOR SALE,
50 hhds Porto Rico Sugar,
8 do Lost do
50 hhds and 8 tierces Crushed Sugar,
300 chests Teas, various grades,
70 bags Coffee,
20 do Pepper,
20 do Pimento,
200 boxes Raisins,
10 casks Currants,
40 bbls do
4 cases Indigo,
250 boxes various qualities Tobacco,
100 jars Macaboy Snuff,
4 tierces London Mustard, in 4lbs & 1lb jars,
4 cases Liquorice,
8 casks Bath Brick,
10 boxes Starch,
140 do Tobacco Pipes.

R. H. BRETT.
161 King Street, Toronto, April 28th, 1852. v5-n15.

COTTON YARN, COTTON BATTING, CANDLE WICK, &c.

FOR SALE,
35 bales best American Cotton Yarn,
120 do Batts,
300 bags Candle Wick,
70 do Twine,
12 bales Wadding.

—ALSO—

45 cases Stationary, Foolscap, and Letter Paper, assorted qualities,
2 bales half-size Mill Board,
10 do Wrapping Paper,
7 tierces Ink-stand London Ink in Stone Bottles.

R. H. BRETT.
161 King Street, Toronto, April 28th, 1852. v5-n15.

EXAMINATION OF COMMON SCHOOL TEACHERS.

The Board of Public instruction for the United Counties of Huron Perth & Bruce will meet at the Exchange Hotel, Goderich, Rattenbury & Dart's, on Monday the 28th day of June, instant, at the hour of ten o'clock. A. M., for the purpose of examining candidates to fill the office of Common Scholl Teachers.

All teachers presenting themselves for examination must furnish a certificate of good moral character.

D. H. RITCHIE.
Secretary, B. P. I.—H. P. & P.
Goderich, 9th June, 1852. v5-n20.

NOTICE TO CONTRACTORS.

SEALED TENDERS

WILL be received by the Warden and Municipal Council of the United Counties of Huron, Perth and Bruce, at the Council Room in Goderich, Canada West, on Monday the 28th June next, at the hour of 12 o'clock, noon; when the tenders will be opened for the building of A WIRE SUSPENSION BRIDGE over the Maitland River at the Town of Goderich, (span about 500 feet). Plans and specifications may be seen at the Office of John McDonald, Esq., Goderich, till the day of Letting. Two good and sufficient approved Sureties will be required to enter into Bonds with the Contractor for the due fulfilment of the Contract. Payment will be made as provided by the County Council.—The Bridge to be completed by the 1st October, 1853. Any information respecting the above, may be had by making application to the County Engineer, at Stratford, in the said United Counties. If by letter, post paid.

JOSEPH G. KIRK,
County Engineer,
Huron, Perth and Bruce.
County Engineer's Office, Stratford, 10th May, 1852. v5n17

GODERICH, PORT SARNIA, HURON AND DETROIT.

The new and elegant Lowpressure Steam Boat RUBY, will run during the ensuing season as follows:—Leave Goderich, (weather permitting, every Sunday morning at 9 o'clock, and Sarnia, Monday at 8 o'clock.

Leave Detroit, for Goderich, every Saturday, at 9 o'clock, a. m. and Sarnia, at 4 o'clock p. m.

For freight or passage apply to Mr. E. H. Marlton, forwarder, next door, north of the Kincardine Arms.

ELI WARD, 2nd.
Detroit, Feb. 20th 1852. v5-n5

NOTICE.

MY Wife SARAH FRY (her maiden name) has left my bed and board, without any provocation, and taken without my consent, three notes, of hand from me, one on Matthew Sheppard, £3 17 6, was due in March last; one on Thomas Carter by his mark, with McCurdy witness, £6 17 6, due next February, and the other on David Cantelon, £3 5, due first of April next. This is to forbid any person or persons purchasing the above notes, or crediting her on my account.

RICHARD CARTER.
Goderich, May 17th, 1852. n17t3

IMPORTANT
TO THE
Farmer, Farrier & Stage Proprietor:

GEO. W. MERCHANT'S
CELEBRATED GARGLING OIL
UNPARALLELED IN THE HISTORY OF MEDICINE
As the most remarkable External Application ever discovered.

"They can't Keep House without it."

Experience of more than fifteen years has established the fact that Merchant's Celebrated Gargling Oil, or Universal Family Embrocation, will cure most cases, and relieve all such as

Spavins, Sweeney, Ringbone, Windgalls, Poll Evil, Callous, Cracked Heels, Galls of all kinds, Fresh Wounds, Sprains, Bruises, Fistula, Sitfast, Sand Cracks, Strains, Lameness, Foundered Feet, Scratches or Grease, Mange, Rheumatism, Bites of Animals, External Poisons, Painful Nervous Affections, Frost Bites, Boils, Corns, Whitflows, Burns and Scalds, Chilblains, Chapped Hands, Cramps, Contractions of the Muscles, Swellings, Weakness of the Joints, Caked Breasts, &c. &c. &c.

GREAT IMPOSITION AND FRAUD!
CAUTION TO PURCHASERS.

This oil has become so celebrated in the treatment of diseases, and as a consequence, the demand becoming great throughout the country—the cupidity of designing men have induced them to palm off upon unsuspecting persons an imitation article for the *Genuine Gargling Oil*: designing thus to rule their BASE MIXTURE into market upon the popularity of the true article, which now sustains an enviable reputation, which it has acquired by nearly sixteen years use in the United States and Canada. By increasing demand and powerful success, both the CRIES OF ALL FLESH, and Horses in particular, induced some persons to ATTEMPT to imitation in various ways, WHICH IS CONVINCING PROOF OF ITS INTRINSIC VALUE.

The most unblushing knavery however, is practised by certain mercenary dealers who are imposing upon the victims of their avarice, a counterfeit for the genuine Gargling Oil. The possible sacrifice of the life or property of a fellow man is a secondary consideration with these unprincipled druggists. Who, then, can be safe? Men who will thus impose on the credulity of their customers