—y that she beheld her father.

Mr. Grayson gave, at his sister's request an account of his wanderings. The ship in which he sailed for America, twenty years previous, was wrecked as they had heard. He with a few others, had escaped with their lives only. After many days of suffering, they were taken on board a ship from America bound for Liverpool; there he received the sad intelligence of the death of his wife and child. He having no ties to bind him there, he determined not to return to America. He had been unable to learn his sister's residence until a few months previous to his arrival. Arranging his business as soon as possible he left his adopted home to seek, as he supposed his only remaining relative; but oh; what joy! he had not only found his sister, but his child.

It was on the evening of a sultry day in August, that a young man might have been seen threading his way through the various groups assembled on the piazza of one of the hotels at a fashionable watering place. He was tall and finely formed, and in the moonlight his features were clearly discernable. His forehead was broad and expansive indicating no common intellect; his eyes were dark and expressive, and his whole appearance would impress a stranger agreeably. Still there was something sad and melancholy in his air; he seemed like one deserted, alone in a crowd; he wandered apart from the rest, and was pacing up and down with folded arms, seemingly in deep thought, when suddenly a hand was placed on his shoulder, and he heard his own name pronounced. He started, and turning beheld a well known face.

'Henry, is this you? I had thought to anticipate the pleasure for a month to come,' said Edward Singleton; for he it was who was accosted by his friend, Henry Ashton.

'Well, it is I; and now I must know why and when you came here.'

'I came here last week, and for the purpose of finding some clue, if possible, to the residence of my adopted sister, Clara Mendon: I have heard nothing from her since my aunt's death. Every effort has thus far been without success: I have thought of visiting a few more cities, and then directing my course to your southern home. But you look strangely—can you tell me anything of Miss Mendon?

'I can tell you of one who was formerly Miss Mendon: she is now—'

'Is she married—Clara married? and I did not know it!' Edward grasped his friend's hand tightly, and almost gasped the question, 'to whom is she married? O, God, that I have been spared to this hour.'

Henry quietly laid his hand on his friend's arm, and scarcely able to repress a smile, said—

'Edward you did not let me finish: I did not say she has taken her father's name that of Grayson. But come, Edward, do not look so serious; I will introduce you to a young lady, to morrow, who, I promise you, will rival if not surpass your Miss Mendon. A truce to sad thoughts, and come with me;' so saying, Henry drew his friend's arm within his and led him to the drawing-room.

'Clara,' said Henry to his cousin, the following morning, 'be sure to look as fascinating as possible to-day, for I wish to introduce you to a young friend of mine, whom I had the good fortune to find here. He is I assure you, a gentleman in every sense of the word; has travelled in Europe, and really has quite a foreign look. Laura too, be quite charming; see which of you will win the palm. I am going now to bring him, so be ready for the introduction.'

Henry found Edward in conversation with Mr. Grayson, who he immediately introduced to Henry as a gentleman he had known in Europe. Both smiled, and Henry informed him that they were already acquainted.

"But come, gentlemen, will you walk to our parlor; my sister and cousin will be happy to receive you my friend," said Henry, turning to Singleton.

"Mr. Singleton, Miss Grayson," Henry, would have said; but Edward interrupted him by speaking the single word "Clara!" which was instantly replied to by Edward!" Brother and sister were words unfit for that meeting. That glance interchanged, spoke what those faithful hearts had felt for years. Mr. Grayson, surprised at first, soon learned the secret; and it is almost needless to add, that ere many weeks he pronounced his blessing on his children, Edward and Clara.

FRANCE.

The following are further particulars relative to the conspiracy discovered in the suburbs of Paris:

The Prefect of Police has been for some time aware that certain individuals, remarkable for the violence of their political opinions, were organizing a secret society, with the object of assassinating Louis Napoleon, and of overthrowing the existing government. The conspirators chose for their place of meeting a lonely house in the Rue de la Reine Blanches, nearly opposite the Gobelins, of which one of the body, a tailor, was porter. The Prefect of Police discovered further that they were affiliated with other socialists, and that they were busy in fabricating infernal machines of a new discription. The Prefect consequently determined to catch the conspirator *flagranti delicto*, and for that purpose he commanded that a body of police should surround the house at the moment he was informed the parties should be at work.—His commands were executed on Thursday morning last. When the police entered the house, they found men busily employed in covering some gas pipes with tar cloth Other individuals were subsequently discovered similarly employed, and, among them several women. All these persons, to the number of thirteen, were immediately arrested, and a strict search made in their dwellings. The result of the search has been the seizure of various documents, receipts for fabricating gunpowder, and letters from some member of the revolutionary committee established in London. The police authorities, guided by the information contained in the documents seized, continued their investigations, and within the last two days they have arrested altogether thirty-two individuals, including seven women and a young girl. Among the nineteen persons last arrested, there were found writings which appear to connect them with the secret society in the Rue de la Reine Blanche. At the lodgings of one of them was found a machine similar to the first discovered. The greater number of persons arrested belong to the operative classes.—There are among them tailors, masons, stonecutters, shoemakers, cabinetmakers, trunkmakers, cartmakers, leather breeches makers, and among the women fancy dress makers.

THE PROSPECT IN HUNGARY.—It appears probable the two dollar muskets and the saddles purchased, or said to be purchased by Kossuth, will prove a poor investment, and will arrive in Hungary, if they ever do reach that country, too late to effect their object. M. Kossuth will have more inducement to settle down quietly and comfortably in England than we have hitherto imagined, if the following account given by the Paris correspondent of the New York *Commercial Advertiser* is correct. The writer says:—

"The Emperor of Austria is on a visit to Pesth, and the intelligence from that city is certainly very curious. The inhabitants of the rebellious capital of the late revolutionary government are now the most loyal subjects in the empire. The accounts say that "the city is spontaneously illuminated every evening as if by enchantment." On one occasion, among many transparencies, two of great beauty were remarked; one represented in letters of fire the Emperor's motto, *viribus unitus*; the second a combination of flowers forming the Emperor's name, and so arranged as to express the phrase "the more I see you the better I like you." At the close of the performance at the theatre one night, a chorus of one hundred persons executed a hymn composed for the occasion, after which two figures descended in a cloud of purple and gold, and crowned a bust of the Emperor with flowers. The enthusiasm of the audience was unbounded. The Emperor afterwards attended a popular fete in the Champs Elysees of Pesth. He spent some time among the crowd, applauded their games, and sat down at their table and tasted their wine.

No one can tell how much of this is true, and how much more exaggeration. But it looks very much as if Kossuth, should he ever return to Pesth, would find himself displaced by a new image.—*Buffalo Patriot and Journal.*

MR. MITCHEL THE IRISH EXILE.—It has been publicly stated in England, by a distinguished Episcopal clergyman, that Mr. Mitchell has been converted to the Protestant faith by the reading of the Bible.

CONVERSION TO PROTESTANTISM IN GERMANY.—According to the official reports 648 persons renounced Catholicism and embraced Protestantism in Silesia, last year. Of these 618 persons, 296 were adults, and the remainder had already been confirmed.

From the Buffalo Commercial Advertiser.

RAILROAD MEETING IN BUFFALO.

There was an adjourned meeting of citizens last evening in the Council Chamber—Hon. R. A. Burrows in the chair and James O. Brayan, Secretary—in relation to the extension of the Buffalo and Brantford Railroad, to Goderich, on Lake Huron.

Mr. O. Allen made a few remarks in reference to the objects of the meeting.

R. L. Burrows, Esq., one of the delegates to the Goderich meeting submitted the following report of the doings and observations of the delegation:

Report of the Delegates at a meeting of the Citizens of Buffalo, to attend a mass meeting held at Goderich, C. W., on the subject of the proposed connection of Goderich with Buffalo by Railroad to Brantford.

In fulfillment of the trust imposed upon us by the citizens of Buffalo, the undersigned attended the meeting at Goderich, and took such part in its proceedings as in their view a fair representation of the public interests and commercial position of Buffalo demanded.—The meeting was held in the open air in the Market Square at Goderich, and was attended by at least 1500 of the people of the Huron District, warmly enligted in the project of the proposed Railroad. In fact the feeling appeared to be universal throughout the whole District in which we travelled before reaching Goderich, and the Railroad was the engrossing subject which occupied the attention of all classes.

At Goderich we were met by a delegation from Toronto, who opposed to the utmost the project of a Railroad to Buffalo, and endeavored to divert the existing feeling in favor of a direct route to Toronto. The arguments and statistics were presented at length to the meeting, the partialities and national prejudices of the audience were thoroughly appealed to. But when the question was taken on their proposition that the road to Toronto was the better route, the whole mass shouted for Buffalo, and on a division of the meeting they all moved as one man on the side of Buffalo. Such being the state of feeling, then it remains for you to consider how far you will respond to it.

We only propose, in this report, to set forth such facts connected with this project as have come to our knowledge, both as respects the character of the country which will be opened to Buffalo as a market by this road—and the facilities which this road will afford for through travel to the great northwest, to Northern Michigan Wisconsin, Iowa, and the country around Lake Superior.

1. As to the country through which the road passes. The District between this city and Brantford is doubtless already familiar to most of you—its fertility, its resources, and its rapidly increasing population—suffice it to say, that so far as our observation extended (and that is confined by the opinion of better judges,) the country beyond Brantford is superior. In fact we have never seen any portion of the United States which excels it. In fertility of soil in beauty of natural scenery, and in all the elements of a country which very much resembles the valley of the Genessee, and the fairest portions of Genesee and Orleans counties, and to which it is not inferior:—And this character of the land continues until within four or five miles of Goderich, where you meet with the light sandy sail so common upon the borders of our Lakes.

The whole country is intersected by numerous streams, affording abundant water power, and contains many thriving villages. Of these we will mention the following:

Paris, about 7 miles beyond Brantford, is a town of about 2000 inhabitants, in a situation on the Grand River, of natural beauty seldom equalled. In its mills, foundaries and factories, it forcibly reminds the traveller of a New England village. The water power here is very great, and the country around is one of uncommon fertility. It was from this vicinity that the specimen of wheat was produced which received the first premium at the Worlds Fair in 1851. During the past year there has been manufactured here upwards of 50,000 barrels of flour, and more than two thousand tons of plaster have been ground. Between this place and 7 miles, there are 16 saw mills, in one of which alone no less than 500,000 feet of lumber were prepared for the American market during the past year.

The village of Princeton, not far distant, is also a thriving and growing place in the midst of a highly cultivated district, and is one of the points at which a junction is proposed with the Great Western Railroad. The town of Ayre, on the river of the same name, has a population of about 1200, and is also supplied with water power, and bears every evidence of a thriving and rapidly increasing town.

The Village of Stratford on the river Avon, is half way from Brantford, and just within the borders of the Huron District. This village is one of recent growth, has water power sufficient for a large manufacturing business, and with its newspapers, its five or six churches, and twelve to fifteen stores, shows many marks of increasing growth and prosperity. Without enumerating other interesting villages on the route—we would state of this one as an evidence of the Rapid increase of population in the Huron District that while by the census returns of 1850 the population of Stratford is put down at 300—by the census taken this year the population is 912. From this place to Goderich through the Huron District the road passes through a highly fertile district which is rapidly filling up, and which is dotted with many small villages in almost all of which the number of new buildings now being erected is a sufficient guarantee of their prosperity.—In fact all that this district now seems to need to ensure its future prosperity is an outlet, such as that now proposed, for its rapidly increasing productions. As an evidence of the rapidity of that increase, we would mention the fact that the population of the counties of Perth, Bruce and Huron, (which compose the Huron District,) in 1850 was 26,953—by the census recently completed under the statute, their population is now shown to be 37,575, being an increase of 20 per cent per annum. By the same table from which this statement is taken it will be seen that the population has more than doubled within the past five years.

Throughout the whole district the supply of plaster rock and lumber appears to be almost unlimited, the only restraint under which its manufacture at present labours is, the want of a sufficient outlet.

Of Goderich in respect to its capabilities as a lake port we will speak hereafter. In this connection we will only say that it is beautifully situated on a high bluff of land directly on the margin of the lake, with the river Maitland forming almost a half circle around the town, and furnishing just above it a water power sufficient for five or six first class flouring mills. The town is the county seat of the district—has two weekly newspapers, five churches and a population of about 1,500.

2. For the facilities of the proposed road as a route of thorough travel from the northwestern States, we need only refer you to its geographical position, and mention the following facts.

The town of Goderich is possessed of a fine natural harbor. The river Maitland which here flows into Lake Huron, is about the size of the creek which still forms our main reliance for a like purpose. The mouth of this river is protected by piers, which, although erected more than nine years ago, are still in a tolerable state of repair. And although no labor has been expended upon the harbor since the year 1843, either in dredging or otherwise, it still has a clear passage into the deep waters of the lake of 9½ feet in depth at all seasons of the year. This fact we learn from the Engineer who superintended the construction of the works now there, and by whom practical surveys have been made with a view to their enlargement—The entrance to the harbor is further protected by high bluffs which extend to the waters of the lake, but at a short distance from the lake recede from each other, forming a wide basin, through which the river flows, and preserving its deep channel on the side next the town, spreads out on the other into numerous smaller channels which would apparantly require but little expenditure to afford additional harbor room to any required extent.

The distance by railroad to Goderich from this place will be 160 miles or six hours travel. A glance at the map will show you that the distance from thence to Macinaw is only about 200 miles—thus bring Buffalo within 24 hours travel of the Sault St. Marie, and that too by a route which avoids the delays and dangers of the St. Clair flats and the Detroit river.

Judge then for yourselves whether this would not be a desirable route for the tide of emigration which is now pouring into our northwestern country, and for that vast wave of travel and commerce which will roll back upon the eastern cities.

3. As to the practicability of this route and the facilities for its construction.

We would here refer to the survey of Mr. Wallace as exhibiting the almost direct line of this road and the easy grades which may be obtained.

He estimates the cost of the proposed extension at $1000,000.

The meeting at Goderich petitioned the County Council of the United Counties of Huron, Perth and Bruce, to subscribe to the stock of the Road and that Council at its meeting the next day by a vote of 15 to 1—decided to subscribe £125,000 to an extension of the Brantford and Buffalo Joint Stock R. R. Co. That sum will be nearly enough for the construction of the 50 miles of road which will pass through that district Of the capacity of that district to bear such a burden we may judge from the fact that with its present undeveloped resources, the value of its assessed property, (and that such estimates are not exorbitantly high) is £1,500,000 or $6000,000.

The Counties of Oxford and Wentworth, on this side of the Huron District and through which the road passes are possessed of greater proportionate wealth, and it is believed will also contribute largely to the work. These are the facts which we have to lay before you, and upon which you are to decide whether you have any thing to do in this matter.

Whether a Rail Road will be built from Goderich we consider to be only a question of time, and that but a short time. The important question for you is whether it shall connect with Buffalo and bring its trade to your doors or whether it shall be diverted to Toronto. The people of that city hitherto so unaccountable blind to the importance of this connection, and now exerting every effort to thwart the present project, and secure the trade of that vast district and the thorough travel of that route to themselves.

Your action will probably determine the result.

Mr. R. B. HEACOCK moved that the report be adopted,—Carried.

Mr. O. ALLEN submitted the following Resolution:

Resolved, That we hail with pleasure the friendly feeling manifested by our Canadian neighbors in seeking to connect our city with that large fertile and populous portion of Canada West, lying between the Niagara Frontier and Lake Huron and that we will meet them in a similar spirit and endeavor, by all honorable means, to procure the construction of a continuous Railroad track between the city of Buffalo and the Port of Goderich on Lake Huron.

Resolved, That it is of the first importance to the commercial interests of this city, that such a connection be made and completed at as early a day as practable.

Resolved That it is the duty of the Common Council of the city of Buffalo to embrace the favourable opportunity which now presents for securing a direct Railroad communication between this city and the Port of Goderich on Lake Huron, and instruct the two Directors representing its interests in the Buffalo and Brantford Railroad Company, to procure if possible the extension of the track of that Road to that point.

Ald. McKay moved the adoption of the resolutions.

Mr. Allen remarked that he had conversed with our citizens pretty extensively on the subject of the extension, and had found them uniformly in favor of it.

Mr. Baker observed that the President of the Buffalo and Brantford road had made himself familiar with the subject under consideration, and the meeting would undoubtedly be glad to hear from him.

Mr. Wadsworth said that the Directors of the road on the part of the city were here for instructions as to what they should do in relation to the proposed extension.—Their views were embodied in the report which had been read to the meeting, and he did not propose to say any thing to influence the action of the meeting. Mr. W. spoke briefly of the importance of the measure to the interests of Buffalo, and said it was desirable that whatever was done, should be done immediately.

R. B. Heacock, Esq., followed in favor of the resolutions, and of the extension. He regarded it as of vital importance to us and hoped that there would be entire unanimity to instructing our Directors to extend the road, and thus secure the advantage which it offered.

Mr. Merritt, of Canada, being called upon, said that he came here merely to see the President of the Brantford and Buffalo road, and not with the idea of saying anything. It requires but a single glance at the map to show the advantages of this route. That portion of Canada through which the road passes, was unequalled by any portion of the continent of equal extent. He was not prepared now to discuss the subject of the extension.—The Board of Public Works of Canada were engaged in a survey for a ship canal around the Sault Ste. Marie and he did not consider it important whether this connection was made by the government of the United States or of Canada. It was enough that it would be made, and that within a very short time. There was one thing, which the people of Buffalo must do before they can read the full benefit of the construction of this railroad. That was to use their influence to secure a reciprocity of trade—to do away with the imposition of the 20 per cent duty upon the products of Canada imported into the United States, while those of Canada and the United States are admitted into England on an equal footing.

Mr. Allen remarked that the citizens of Buffalo had pretty generally petitioned Congress for the passage of the reciprocity bill.

Some farther remarks were made by Messrs. MILLIKAN and WILKESON, when the question was taken on the resolutions, and they were unanimously adopted.

A. L. Baker, Esq., offered the following resolutions, which was unanimously adopted:

Resolved, That the thanks of this meeting be tendered to the citizens of Goderich, C. W, for the attention and kindness which were shown to the Delegates from Buffalo to the Railroad Meeting at that place—and that the Secretary communicate to them a copy of this resolution, together with the proceedings of this meeting.

Mr. O Allen moved that a certified copy of the proceedings of this meeting be presented by the President to the common Council. Agreed to. Adjourned.

ANNUAL REPORT OF THE BUFFALO AND BRANTFORD RAILROAD, &c.

The Council held a special meeting a few evenings since on the subject of the Buffalo and Brantford Railroad. The first annual report of the Company was received.

The survey as far as Brantford, made by W. WALLACE, Esq., shows the lie to be 74¾ miles in length, commencing at the Fort Erie Rapids and extending through Brantford to the line of the Great Western Railroad. It runs through a rich and well settled agricultural country—its eastern division along the borders of Lake Erie, and its western division along the bank of Grand River. Passing through the village of Stonebridge, 20 miles from the Niagara River, it crosses the Welland Canal and proceeds thence over a level country to the thriving village of Dunville, where the Grand River is available for water power to an extent almost inexhaustible. Between Dunville and Brantford the line passes near the improving villages Cayuga, Indiana, York, Seneca and Caledonia. Eighteen miles from the latter it reaches Brantford, at the head of Grand River. The population of Brantford is at present 5000, and the assessed value of its property $2,000,000. It is situated in the midst of one of the best wheat growing regions in the Province, and possesses water power to almost any extent, which the completion of the Road will bring into use. On the Grand River between Dunville and Brantford, there are 105 saws and 24 run of stones in operation, besides several woolen factories. The export of wheat from this district the present year will exceed a million bushels. The supply of lumber is inexhaustible.

The country traversed is represented by the Engineer as being uncommonly well suited to the construction of a Railroad with easy grades, as it is shown by the following table:

26 miles level and	2 to 5	feet per mile.	
14 " " "	5 to 10	" " "	
13 " " "	10 to 15	" " "	
4 " " "	15 to 20	" " "	
6 " " "	20 to 25	" " "	
3½ " " "	25 to 29	" " "	
8 " " "	30 maximum.		

The 8 miles of 30 feet grade are made up of 8 distinct grades which occur in overcoming the undulations on different parts of the line. More than half the whole distance is level or under ten feet to the mile. The sharpest curve has a radius of one mile, and 70 of the whole distance is straight line.—These facts show clearly that this road will be remarkably well adapted to fast running, and, for economy of running, it will have no equal.

The capital stock of the Company is divided into 30,000 shares, and is held as follows:

Town council of Brantford	£100,000
Municipality of the Township of Brantford	50,000
" " Bertie	40,000
" " Wainfleet	20,000
" " Sherbroke	10,000
" " Moulton	10,000
" " Canboro	8,000
Individuals	50,000
To be paid Contractors	100,000
Buffalo, including city subscriptions	212,000
Total	$600,000

Eighteen miles of the road were graded, at the date of the report, with a force of 400 men at work—$10,000 had been expended, in clearing and grubbing, being half of the whole on the line—$2,775 have been expended for ties and timber—right of way, engineering, &c., $9,286. The total amount expended is $35,061.—*Buffalo Com. Adv.*

PRESENT STATE AND PROGRESS OF TELEGRAPH LINES IN CANADA.

2,437 MILES OF WIRE.

The operation of the Electric Telegraph is the wonder and admiration of the world. Since its practibility has become universally known, the spread of its thousands of miles is hourly increasing. Every town and village deems it indispensable. It is but seven years this month, since the first line went into operation in the States.—Now, it is introduced throughout Europe—in shot, its benefits are being experienced in every portion of the civilized world. It not only traverses the land, but by the insulation of the wire, rivers, lakes and oceans, are made a highway for the "lightning trumpet."

The number of miles, now in operation in the United States is some 30,000, and on some routes from 3 to 7 wires are constantly employed to their full capacity for business. Each of the routes intersect with other lines, and give off lateral branches to towns and villages not on great thoroughfares. The art has now come to that perfection, that in good weather, communications are transmitted from New York to New Orleans or Mobile, a distance of 2,200, miles, without re-writing.

One important function of the telegraph, is not generally understood. The current of electricity is made, not only to carry a message from one distant point to another, but like a skilful letter writer it can be made simultaneously to drop copies of the same at the intermediate stations through which it passes. This is accomplished by putting the instruments at each station in the general circuit. To illustrate our meaning; The proceedings of Parliament put in the office at Quebec, can be received simultaneously in Montreal, Kingston, Toronto, Hamilton, Simcoe, and London, or any office on the circuit through which it passes. This is done by putting the instruments at each station in the general circuit, and hence the news is read simultaneously at every office in the entire route.

The business of the telegraph has been found to augment with the increase of competition or multiplication of wires, and experience demonstrates, that after they have been established at any location for a few months, they are deemed as indispenseable as the mail or post-office. They are used by all classes, for hundreds of objects never dreamed of before their establishment.

PROGRESS IN CANADA.—Lines in Canada were first established some six years ago, commencing at Montreal and extending westward and to the Niagara Siver, and subsequently to Quebec, Montreal, Toronto, Hamilton, and to Buffalo, have proved lucrative to the stock-holders from the date of their construction. The line west from Hamilton to London, has not done as well so far as profits are concerned, from the fact, that there has been no branch wires leading to it, and no through connection with the American line at the West. This, however, is about to be remedied, and the line to be extended to Detriot and there connect with five lines that now pass through that city. The original capital of the present lines in Canada, was double per mile what is now required, on account of the reduction of prices of all kines of material.

The last Report of the Montreal Company exhibits the following:

Capital of the Company,	$60,000	
Profits of 1849	17	per cent.
Do. of 1850	17 1-2	do
Do. of 1851	20 1-2	do

The three year's profit 55 per cent.—The Company report a reserve fund on hand of $15,800, equal to 27 per cent. of the original capital after paying dividends. It is understood the stock has been mostly bought up, and now in some eight or ten hands.

The Montreal Broker's Circular of last month, gives the following quotation of leading Stock:

Bank of Montreal, latest sales,		14 1-4 per c. premium.
Bank of B. N. America,	do,	par.
Midland District " "	do,	3 " "
City Bank	do,	2½ discount.
Upper Canada	do,	10 "
Atlantic Railroad	do,	62 "
Lachine Railroad	do,	45 "
Montreal Telegraph Co.	do,	20 premium.
Government Debentures	do,	1-2 per c. premium

It will be seen the Telegraph Stock is the highest on the list. The Toronto Hamilton, and Buffalo Telegraph Company Stock has been recently consolidated with the Montreal Company.

The present Telegraph Companies after a monopoly of six years, are now destined to find a powerful and energetic rival interest in the field. Through the influence of several wealthy gentlemen residing in the Upper and Lower Provinces, Mr. Snow, who has been extensively engaged in getting up Companies in the States, and connected with the construction of over 5000 miles, was induced to visit Canada, with the view of establishing a grand Trunk Telegraph Line, from the Datriot River and the foot of Lake Huron to Quebec, connecting with the American Lines at various points, and also with the Lines from Quebec to Halifax, with branches from the Trunk Line to all the important towns and villages in Canada.—Since he came among us, he has exhibited a energy and perseverance seldom equalled, in the prosecution of his mission, visiting most all our towns and villages, while the enterprising portion of our citizens have vied with each other in seconding his endeavours to make "*Canada a Telegraphic net work.*"

Mr. Snow has performed an immense amount of travel and labour, and succeeded in organizing Companies for the construction of Lines on twelve routes, amounting to near *sixteen hundred miles!* The stock on most of them being filled, and on the other portion, but a small addition is wanted. On some of the routes poles are being delivered, on some the poles are being set, while on others the wire is now being strung upon the poles.

The longest line is the Grand trunk, over 800 miles in length, from Port Sarnia to Quebec, by way of Prince Edwards County. Eleven branches radiate from it, making some 600 miles more. Wiring is to commence on the Trunk Line west, from Kingston this month, under the Direction of A. F. Dwight, Esq., one of the energetic and enterprising contractors. Wm. Weller, Esq., of Cobourg, is President of the Grand Trunk Line; and Cecil Mortimer, Esq., of the Bank Agency at Picton, Treasurer.—The Directors are all gentlemen of wealth, and the highest respectability who reside on the Line.

The following are the distances of the Grand Trunk Line and tributaries in Canada, in addition to the American Lines. All are under contract to be in operation by April 1853.

TRUNK LINE.	MILES.
Port Sarnia to Hamilton,	142
Hamilton to Toronto,	48
Toronto to Kinston by Picton,	201
Kingston to Montreal,	190
Montreal to Quebec.	200
TRIBUTARIES TO TRUNK LINE.	
On the Ottawa,	150
Cobourg to Peterborough,	30
Toronto to Barrie and Lake Huron,	95
Toronto to Guelph and Goderich,	130
Hamilton to Buffalo,	70
Buffalo and Brantford Railroad,	72
Brantford to Simcoe and Dover,	33
Port Dover to Port Burwell,	45
Port Burwell to Ingersoll,	35
Port Stanley to London,	27
London to Windsor	120
Miles of New Lines,	1597
Miles now in operation,	840
Total miles,	2,437

CAPITAL INVESTED.	
For Lines now in operation,	$130,000
Do. in progress	160,000
	$290,000

The investment in these new Lines cannot but pay a handsome interest, while the public will be vastly accommodated, and put Canada at least on an equal footing with the States for transmission of intelligence, and all the important cities, towns, and villages, within a a moment's distance of each other. Who would have imagined it two years ago?—*Simcoe Standard.*

FURTHER NEWS BY THE AMERICA.

The steamship *America* from Liverpool and Halifax, arrived at Boston, on the 22nd, at ten o'clock.

ENGLAND.

A return of the results of the election in the *Daily News* classifies the members as 156 Liberals and 80 Deribyites. The *Times* has it 138 Liberals 58 thorough Ministerialists, and 28 liberal Conservatives. Among the more noticeable names in the list of members returned, are Lord John Russell and Baron Rothschild for London Lord Palmerston; Dr. Layard, of Nineveh celebrity; G. F. Muntz and W. Scholefield for Birmingham; T. S. Duncombe; Sir Chas. Wood; Hon. T. Milner Gibson and John Bright for Manchester; R. M. Milner; J. A. Roebuck; Sheffield; Sir. Wm. Molesworth; J. L. Ricardo; Sir Robert Peel; Hon. H. Labouchere; Sir DeLacy Evans; Sir V. Clay and S. Butler for Tower Hamlets; Turner and McKenzie, the Tory candidates have gone in for Liverpool, by a large majority, the Hon. Mr. Strutt, Liberal has succeeded Feargus O'Connor for Nottingham.

The Royal Agricultural Society of England offers a prize of £1000 and the gold medal of the Society, for the discovery of a manure with equally fertilising properties to the premium guano, of which an unlimited supply can be furnished in England at £4 per ton.

Another failure is announced in the domestic flax trade—A. Duncan & Sons of Dundee, liabilities £20,000 with small assetts.

The brothers Stratford resently imprisoned in Italy, have arrived at Liverpool.

FRANCE.

Rumors of changes in the ministry are again current. Drouyn De Lhuys had, it is stated, been offered the Foreign Department, De Roche the Interior Fould the Finance. The insurrection in Algers appears to be suppressed for the present.

Changarnier has left Malines for a short tour in Germany.

The *Moniteur* contradicts the statement that disaffection has been discovered in one of the regiments of the line.

AUSTRIAN ITALY

Many political arrests have taken place within a few days at Milan and Venice. It is said that the arrests were from the trivial circumstance of one of Mazzini's bank notes having been found by the policy while searching a house in Milan for smuggled goods.

PRUSSIA.

Agricultural reports speak hopefully for the prospects of harvest.

AUSTRIA

The Emperor having completed his tour of the Southern Provinces, has returned to Buga.

A letter from Vienna states that a Lombard loan of 1,000.000 livres is not correct.

HUNGARY.

Gen. Dembinski, and M. S. Zemre wrote to the *Paris Journrl Des Debats*, referring to the Georgy's Bank on the Hungarian war, and deny they offered the Crown of Hungary to Russia.—Georgy himself was the only one by whom the proposal was ever made. S. Zemre concludes thus:

"The offer of the crown of Hungary to the Russians could only be the work of a man reduced to the last extremity of despair, like M. Kossuth, or a man destitute of principle, like Georgy. I may remark that Count Rathyani had, it is true, no confidence in Austria, and in Russia still less."

RUSSIA.

The Emperor was expected at Berlin, on the 6th, and on the 14th would leave for St. Petersburgh. The Russian fleet had left Elsinore for the North Sea.

CAPE OF GOOD HOPE.

The Steamship *Bosphorus* had arrived in England, with advices to the 29th May.—The Caffre war had presented no new features, and seemed to be as far from terminating as ever. General Cathcart had established his head quarters at Fort Beaufort, and annouced to the enemy that no terms would be listened to but submission or defeat.

DESCRIPTION OF A TIPPLING SHOP.—The following is an extract from the address of Judge Johnson, of Georgia, in sentencing G. D. Cornet to death, for the the murder without provocation, of W. W. Hailes, delivered on the 16th of September, 1851:—"Nor shall the *place* be forgotten in which occurred this shedding of blood.—It was in one of the thousand anti-chambers of hell, which mar like plague spots the fair face of our State. You need not be told that I mean a tippling shop—the meeting place of Satan's minions, and the foul cess pool which, by spontaneous generation, breeds and nurtures all that is loathing and disgusting, in profanity, and babbling, and vulgarity and Sabbath breaking. I would not be the owner of a groggery for the price of this globe converted into precious ore. For the pitiful sum of a dime, he furnished the poison which made the deceased a fool, and converted this trembling culprit into a demon. How paltry this price of two human lives! This traffic is tolerated by law, and, therefore, the vender has committed an offence not cognizable by earthly tribunals; but in the sight of him who is unerring wisdom, he who deliberately furnishes the intoxicating draught, which inflames men to anger, and violence, and bloodshed, *is particeps criminis*, in the moral turpitude of the deed. Is it not high time that these sinks of vice and crime should be held rigidly accountable to the laws of the land, and placed under the ban of an enlightened public opinion."

HURON SIGNAL.

THURSDAY, JULY 29, 1852.

We would direct the attention of our readers to two important articles in connexion with the Railroad, which we have kept out a good deal of other matter in order to make room for; the one is the report of the Delegates from Buffalo, on their return from the meeting of the 29th ult., and the action taken by the Inhabitants of that City upon it. It is truly gratifying to see the enthusiasm which exists amongst our American friends on this all-important subject; as well as the deep appreciation they express as to the richness, fertility, and resources of our fine counties. The Report is a straight forward manly expression of the feelings of intelligent men, "foreigners and Yankees" though they be, as they were called, with exceeding bad taste, by their co-delegates from Toronto. We sincerely wish we were more frequently visited by such specimens of the foreigner and Yankee.

The other article to which we refer, is the first of a series of letters addressed to the Warden and Municipal Council on the merits of the contending lines of Railroad; the Toronto and Guelph, and the Buffalo and Brantford routes, by our Postmaster Mr. Kydd. It is of the highest importance that this subject should be thoroughly understood by every one in the United Counties, previous to the final passing of the By-Law. And we know of no mode by which this can be better accomplished than that adopted by Mr. Kydd. He takes up the arguments of Mr. Gwynne *seriatim*, and challenges discussion on every point.

We know of no one here better qualified for the work he has undertaken, than Mr. Kydd is, the subject has been his hobby for many years, and we believe him capable of arguing the matter in plain, forcible, *telling* language. We wish him success.

We hope to be able to give in our next the Report of our Delegates, the Warden and Treasurer, of the doings at the Meeting held in Buffalo on Tuesday last.

DEATH OF DR. GAVIN RUSSELL.

The death of Dr. Russell has been announced by our exchanges—we give the following, as it gives more particulars than anything that has come to hand. The Carleton-Place *Herald* says:—

We have received a letter from California, an extract from which will be found in another column, which imparts the sad intelligence, that our respected townsman Dr. Gavin Russell, had reached Sacramento city to find a grave in a strange land. This sad news has cast a gloom on the whole neighborhood, throughout which he was universally respected. For although his ardent exposition of his political principles, and the keenness with which he entered into the contest in the political arena may have made him feared by his opponents, still his talents commanded their respect.—These talents were in a great measure natural, and for those which were acquired, he had not to thank the adventitious circumstances of birth or parentage, as they were attained by him, by dint of persevering application under difficulties which to an ordinary mind would have been insurmountable. He has been known to the Canadian Public, by his letters, which have, from time to time, appeared in the Bathurst *Courier*, over the signature of CONSTANT, as a piquant writer on passing events; and it is generally admitted, that that journal is chiefly indebted to these writings for its celebrity, as they gave zest to the matter contained in its pages: and however persons may have been opposed to the principles promulgated, they had to acknowledge the ability of the writer.

It is but two weeks ago, that we laid before our readers a letter from the Doctor, written at Panama, breathing nothing but confidence and hope, and laying down rules for the guidance of others, to escape the dangers of a tropical climate to which he himself has fallen a victim. This letter was but one of a series, which we and our readers expected from him; and the melancholy and unlooked for termination of these epistles will be mutually felt and mourned over.

Those who had the pleasure of a personal acquaintance with him, have lost a friend whose buoyant spirits and rational and intelligent conversation have enlivened and cheered many a social hour.

His party have lost a clear sighted, energetic, dauntless and untiring advocate of Reform; his Profession one whose abilities and indefaticable researches, would have added lustre to the order; and his relatives one, whose heart strings burned with fraternal and generous sympathies.—We with an intelligent and discriminating public condole with them in their bereavement, and would drop a tear to the memory of one thus cut off in the springtide of usefulness.

COLONIAL FISHING GROUND.

The British North American Fisheries, have caused a good deal of excitement both in Canada and the United States. Many of the American papers are coming out with their usual warmth on such subjects. The following article from the *International Journal*, contains, as might be expected, the calmest sentiments that we have seen:—The publication of a despatch from Mr. Webster, in the papers of Monday,