







## Particulars.

### Grand Trunk Railroad.

The increase of the business on the Grand Trunk Railroad is very great. The receipts for the week ending 3d June, 1854, amounted to \$18,244. When the gross earnings of the road shall reach the sum of \$25,000, it will be equal to 6 per cent on the earnings upon the entire cost of the line.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent for a premium; or if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The present cost of working the line falls rather short of 50 per cent. of the gross income, and as the business increases, so will the cost of working the line, and may take a load equal to its commercial use, or what is known among rail-road men, as the "dead load," the cost of working the road will be much reduced.

With such results before us, within a period of less than twelve months, we are justified in looking hope to the future. The stock of the road in the judgment of many, will be worth more than two years, without a lease, than with it.

### Awful Death.

On last Monday morning, shortly after daylight, this part of the country was visited by a severe thunder storm, and melancholy to relate, during its continuance, the electric fluid struck the chimney of Mr. George Pennoch's house, about eight miles from Brantville. A son, a daughter, and daughter-in-law, who were in the bed-room, where he and his wife and child were sleeping, and killed him in bed without injuring the others. As usual the fluid followed the most easterly course. It first struck Mr. Pennoch on the crown of his head, and passing down under part of his hair, shattered the bed post at his feet to pieces. The fluid then separated, one portion passing out through one of the windows, ("nearly all of which were broken"), struck an apple tree, and afterwards the ground, which it turned up like a plough, and then struck the earth again, passing down under part of the bed-post, where it broke the stave, and did other damage before it left the house. Mrs. Pennoch was lying awake at the time, and the first intimation she had of her husband's being struck by the fluid (he being asleep at the time) was seeing his whiskers on fire. Mr. Pennoch was a worthy and respectable farmer, and his sudden death was a loss to the whole neighborhood.

We may add for the information of those unacquainted with the fact, that persons struck by lightning, or more correctly speaking, by the Electric fluid, which comes direct from the clouds, being only the reflection of the minute reflecting particles in the atmosphere, pressed together by the fluid, may in most cases be brought to life again, by pouring cold water over their bodies, and particularly on the head and along the spine. You may, however, persevere four hours and after four hours no resuscitation is restored, add salt to the water, which makes it colder, and pour it on for ten, two hours longer. Many persons struck by the fluid have been restored to life by the showers following them, and the sudden change of weather, philosopher, relates an instance of a man being restored several hours after apparent death, by dashing cold water suddenly in his face.

### Take the Paper.

There is one important reason, if not more, (and there are hundreds), why every family should be supplied with at least one good substantial family newspaper, weekly, for the sake of your children. It is a good education to them to let them, in their own words, take in the news, and, if possible, a taste for reading; not novels but a style of composition that will teach them to think, to act, to turn over matters in their own minds, to reason from cause to effect. This you cannot more easily do than by throwing before them a paper of proper character. Evidence and observations have taught me, that this is one effectual means of teaching the child to read.

The child must read well before it can learn much else from books to advantage. I have uniformly found it the case, that children of the same age, having the same education, and the same opportunities, large minds and quick responsive faculties, though derived at home of proper reading matter, good taste, and consequently the ability to learn rapidly. This is one of the many reasons why each kitchen, dining-room, and parlour, should be supplied with books and papers.

I have read a paper for a long time until within a year ago—"By taking our paper the past year I have saved in shoes and clothes for my children, suffi- to pay five papers." It is paying business—*Read New-Yorker.*

RECEIVED.—Transports.—One hundred passengers of the emigrant ship "Alma Thompson," wrecked in the Gulf of St. Lawrence, on the 18th May, arrived at Portland on Saturday last, by the steamer "Admiral," from St. John. They had been taken from the wreck of the bark "Sarah," and carried to Richibucto. They were immediately forwarded to their destination in Canada.

SEABIRM NAVIGATION.—A Dr. Pyrene has discovered a means of "seabirm navigation." By some air, he has made a contrivance to enable the vessel under water four hours. At Marseilles, Dr. Pyrene and three sailors recently went to the bottom, and rising again a considerable distance, climbed into the port-holes of a man-of-war without being perceived by the crew.

We regret to state that the Hon. Samuel Miles while riding out towards his friend in the western part of this city, yesterday, when passing along Pearl street, his horse became unmanageable, and running with force against the fence, he was unfortunately thrown off and very severely injured. Upon examination it was found that Mr. Miles had received by the fall a compound fracture in one of his ankles, his collar bone dislocated and other severe contusions. *Aspernian Herald.*

## BOOTS & SHOES!

### R. HILL & CO.

R E S P E C T F U L Y INFORM the public generally, that he is now engaged in the manufacture of Fall and Winter Goods.

**FALL AND WINTER STOCK,**

consisting of Dry Goods, Gloves, &c., and Ladies' Bonnets, Caps, &c., Ladies' Coats, Vests & Pantaloons, Woolen Caps, Gloves and Slippers in various styles.

Also on hand a choice assortment of Oils, soap, & perfumery, and a large assortment of Carpenters' Arms, Axes, Chisel, &c., which will be well pleased at reasonable prices.

Goderich, 5th Oct., 1853. W. MACKAY.

They have just received a full assortment of Ladies' Shoes, &c., &c.

Prices moderate and all work warranted to give good satisfaction.

The highest market price in CASH paid for HIDES.

For 50 per cent.; if we allow 50 per cent. on the cost of the leather, the balance will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.

The cost of the Railroad from Montreal to Portland, including equipment, rolling stock, and wharf and station accommodations at Portland, may be estimated at \$11,000,000. Interest on this amount \$650,000 yearly. At \$25,000 per cent. the gross earnings will amount to \$6,250,000 a annum; if we allow 50 per cent. of the earnings for the cost of doing the business, it will leave \$25,000 for interest and dividends.