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THE BURNIE HABEAS CORPUS.

A brief notice of the application made by Mr. Devlin before the Hon. Mr. Justice Aylwin appeared in these columns previous. Subjoined will be found the deposition of William Burnie the engine driver together with other portions of the proceedings before Judge Aylwin. Mr. Devlin on making application submitted a copy of the commitment of the coroner together with the following deposition of Burnie sworn to by him before Judge Aylwin.

BURNIE'S STORY.

My name is William Burnie, I was born in Glasgow, Scotland, in 1838 and accompanied my mother to Canada, when I was about eight years of age, since which time I have resided in Richmond. In November 1856 I entered the employment of the Grand Trunk Railway Company of Canada, as cleaner of engines, and in this capacity I continued to act for a period of two years or thereabout; after which I was appointed night watchman, a duty which I performed, as nearly as I can remember, three years and a half; at the expiration of which time I was appointed fireman upon a Pilot Engine, and was almost exclusively engaged in this latter capacity up to the eighteenth day of June last, assisting the trains between Acton and Durham stations upon the Richmond Road. During that time I was paid the wages of a second-class fireman. Upon the 18th of June last I was for the first time placed in charge of a Pilot Engine, which was employed in assisting trains from Richmond to Durham.

On or about the 25th of June last, I was notified by Thomas King, Locomotive foreman, at Richmond, that I would be required to run a special train, loaded with immigrants, the arrival of which was immediately expected from Quebec; and that I should take charge of the said train at Richmond and then run it to Montreal. I thereupon protested against doing so, as I did not know the road, and was answered by King that he could not help it, as he had no other one to send. In the meantime, Engine No. 145, of which W. Miller was driver, arrived from Sherbrooke, and I was relieved from taking charge of the train in question, Miller having been substituted for me. Afterwards, and on the 28th day of said month of June, I was again notified by King that an Emigrant train would arrive on the evening of that day at Richmond and that I must run it from there to Montreal, taking with me for this purpose the Pilot Engine. Finding that I must either go as directed, or lose my situation, I did not offer any further remonstrance; but told the said King, upon receiving his orders, that the pistons of the said Pilot Engine should be examined before leaving as they were in bad order. King told me to put the engine on the pit and get her examined. Therefore I proceeded to the workshop at Richmond for this purpose, but found that all the hands engaged there had left, as I understood, for the purpose of seeing a circus performance which was then going on at Richmond, and in consequence, the examination of the pistons did not take place. About half-past nine o'clock in the evening, the emigrant train arrived. Thomas King was not then present, he having as I understood, previously gone to the evening performance of the circus. In accordance with orders, I left with the said train, and with the pilot engine. The train consisted of eleven or twelve cars, exclusive of the tender and engine. I had with me, belonging to the Company, one conductor, one boy, who had been a fireman of seven or eight days' experience, but who in reality was a cleaner taken from the shop at Richmond, to act as fireman for this occasion and who had never been over the road before as fireman, and one brakeman.

When I reach Acton, the brakeman Giroux came on the engine to show me the way, and several times when I was between St. Hyacinthe and St. Hilaire, I was obliged to ask him where we were. At St. Hilaire we took in wood and water, and after a few minutes started. Before doing so, the conductor came on board the engine, and sent Giroux the brakeman to trim the tail lamp, suspended from the end of the rear car, saying that he would remain with me to show me the way, and give me such directions as I needed. I think it was about twenty minutes past one o'clock a.m., when we left St. Hilaire and just as we were getting on the bridge over the Richelieu River at Beloeil, I looked along the train to see how it was coming round the curve, which is met with immediately before reaching the bridge. In an instant after this, I saw the danger signal which appeared to me to be on that side of the bridge opposite to me. I whistled at once, without a moment's delay for the brakes to be put on. I used every effort in my power to reverse the engine and to stop the train, and did in fact reverse the engine, but unfortunately without succeeding in stopping the train. When I whistled for the brakes to be put on, I have no doubt that if they had been applied without delay, the accident which took place would not have occurred. The only brakes which could have been used for the purpose were attached to the rear car, and were within the reach of Giroux the brakeman only, who did not apply them as by me called for. The brake on the tender of the engine was broken and entirely useless. I had therefore no assistance rendered me for the stopping of the said train. The moment, however, that the conductor saw the danger signal, he, without saying a word, jumped from the engine to the tender, and thence to the top of the first car with a view of getting to the brakes by running over the top of the cars, but he did not succeed, and, therefore, as I have already stated, no brakes were applied as they should have been. I, however, stuck to my engine and went down with her when she fell from the bridge into the Richelieu River owing to the swing bridge being open. I struck the bottom of the River and was severely hurt in the side, in the leg, and cut on the head. How I escaped or was rescued I know not; but

I solemnly swear that I was on the engine to the last moment, and did not jump off nor attempt to jump off. When I found myself on the Beloeil side of the bridge my clothes were saturated with water; I was bleeding profusely, and afterwards had my wound dressed by a doctor and obtained a change of clothing.

Of the existence of the Draw bridge I was utterly ignorant, and supposed that if I succeeded in stopping the train before passing the danger signal, that all would be right. The place of danger was however between me and the signal, a fact of which I was also entirely ignorant.

To the best of my recollection I went over the road once before the accident in question, as fireman, and in summer. For the safety of the train there should at least have been two brakemen. There was but one. There should also have been a bell rope used, but there was none on this train. There should have been on the tender a good brake; that which was there was not good, on the contrary, it was utterly useless. The engine was also out of repair. The flanges on the trail wheel were worn to a sharp point which made her more unmanageable and dangerous. It was more difficult to stop her than other engines, for the reason that the steam blew through her, and did not produce the same effect that it would otherwise would; or, in other words, by the blowing of the steam through her the power to check her speed was greatly diminished. This defect was to the bad condition of her pistons. I also swear that I did not know of any rule requiring me to stop at the bridge, and that I never received a Rule Book from the Company or from any of its officers. The night I left with the train I borrowed a time table from the night watchman, William Aimes, at Richmond. Whilst I bitterly deplore the sad loss of life, that had occurred, I state positively that I exercised all the skill and knowledge which I possessed in the management of my engine, and that with the means at my disposal, I used every effort in my power to stop the train from the very moment I observed the danger signal. And I further state that the night I left Richmond with the said train, there were two engine drivers, Martin Wakefield, and William Haggart, either of whom could have been sent in my place. They have been engine drivers for several years, whilst I had not more than eleven days' experience in that capacity, previous to the melancholy accident in question.

Mr. Devlin begged to present on behalf of William Burnie a prisoner confined in the common goal under the warrant of the Coroner, a petition for a writ of Habeas corpus with the object of obtaining his release upon bail to await his trial. The application he firmly believed was fully warranted by the circumstances under which it was made as in his Mr. Devlin's opinion the evidence adduced before the coroner and which, after all could only be regarded as an expert account of the sad and melancholy loss of life which occurred disclosed the fact that Burnie was guiltless of the crime imparted to him. Mr. Devlin, carefully examined the testimony upon which it was sought to hold his client liable and he had no hesitation in expressing it as his opinion that the finding of the coroner's jury such as it was did not meet the exigencies of the case and utterly fails to throw the responsibility of the act upon the shoulders of those who should be made to bear the burden. The fact was it could scarcely be regarded as a Verdict and seemed more like an excuse for the exculpation of guilt than the result of a searching enquiry into the acts of wrong doers, Mr. Devlin then proceeded to discuss the evidence and argued that his client did everything in his power to avert the catastrophe that had occurred, and would have succeeded had a sufficient number of Brakemen been at their posts as they ought to have been to obey his orders. He also dwelt strongly upon the fact that the Engine was out of order and could not be managed with the required facility. Burnie he said clung to his Engine to the last moment and went down with her, thus showing that notwithstanding the imminence of the danger he never for an instant deserted his post. It was true he was saved but equally certain was it that it was by no effort of his that his safety was brought about. Under all the circumstances with which his Honor was now familiar he Mr. Devlin hoped that the prayer of the Petition would be granted and that Burnie would be admitted to bail; and he had no hesitation in saying that when the day of trial came he would establish the allegations contained in his client's affidavit and prove to the satisfaction of Judge and Jury that William Burnie was the victim and not the criminal.

Mr. Johnson, Q. C., in resisting the application said every one must of course feel deeply distressed at the painful situation in which the prisoner stood; but this consideration must not deter them from addressing themselves in a direct manner to the actual and legal position he occupied. That position was one of a man under accusation by inquisition of a coroner, of voluntary homicide whether effected by an act of commission or omission mattered not. In dealing with the question of bail, the practice he said was different in cases of homicide from that in all other cases. Homicide was never bailed except it were in the power of the prisoner to make out a case of clear justification. His learned friend had alluded to the criminal conduct of others as tending to shield the prisoner from the consequences of his own acts. His, Mr. Johnson's duty was not to shield criminals; but to bring them to justice, and he should at the proper time be prepared to deal with all such to the best of his judgment; but at present they had merely to consider the case of Burnie himself, and he could not perceive that by undertaking a duty which he said himself he was unfit to exempt himself from the direct responsibility of having voluntarily done an act resulting in homicide.

The proceedings having been postponed until

the Coroner should file the indenture of inquisition, on Thursday morning at 11 o'clock the parties again appeared before Judge Aylwin when he gave the following

JUDGMENT.

Mr. Justice Aylwin said.—After the most careful consideration bestowed upon all the facts connected with this application and the finding of the Coroner's Jury he felt it to be his duty to refuse the petition. The charge against the prisoner was a most serious one; a terrible loss of life had taken place almost at our very doors and however much the circumstances so minutely detailed in the prisoner's affidavit might affect his punishment in the event of his conviction, he could not now accept that explanation as a refutation of the crime of which he stood accused. He would however have his day when the fullest opportunity would be afforded to him to lay before a Jury of his country all the facts and circumstances which might operate in his favor. But until that day arrived, not far distant, he must remain in confinement. Much had been said of his affidavit but the learned counsel who represents the prisoner knew well that it cannot be received as evidence in his favor. At the same time he (the Judge) could not help remarking that it was well to produce that affidavit. It contained a very clear and apparently candid history of the entire transaction and most certainly disclosed a most extraordinary state of things. Burnie by his own showing did not know the road he should therefore rather have forfeited his place than for the sake of keeping it undertake to do that which he knew himself incapable of doing. This however was not the proper time for discussing his liability on accountability as to the remarks made of the supposed criminality of other parties he the judge would see that at the proper time the law was enforced against every man who was within the jurisdiction of the court and who ought to be made to answer for his share in the destruction of so many valuable lives. Petition refused.

THE BELGIL BRIDGE ACCIDENT.—SETTLEMENT WITH THE INJURED IMMIGRANTS.

On Friday the Government Commissioners again sat for the purpose of facilitating the settlement between the Grand Trunk Company and the emigrants who received injuries by the late accident. Messrs. J. H. Daley and Jorgensen were present as Government Commissioners; Messrs. Hickson and Shakel represented the Grand Trunk Company; and Messrs. Meyer and Toste were present as interpreters. The different National Societies were represented as follows:—The German Society, by Messrs. Lomer and Haugon; the St. Andrew's Society, by Mr. Becket; the Irish Protestant Society, by Mr. Gault; the St. Patrick's Society by Mr. O. J. Devlin; the St. George's Society, by Mr. Turner, and the New England Society, by Mr. Nelson.

The medical men present were Drs. Beaubien, Schmidt, Scott, and Hingston. The first case examined was that of Joseph Kamkura, a Bohemian, labourer. Dr. Beaubien stated that he lost his wife and one child of fourteen years of age, and was still sickly himself, having a scratch on the eye and some contusions, one of which was pronounced to be a very bad one. He had spit blood for several days; but had no inflammation nor broken bones. He is still weak; but after a short time would be as well as ever. After some little conversation, it was arranged that two children who were at the hospital should be sent for in order to see what claims might be made on their behalf and so settle the whole together.

In the meantime, the case of an old man named Moll was gone into. He was a German, eighty years of age, and had lost his wife aged seventy-three. He was in company with the family of his son-in-law, and in spite of his age, appeared a very hearty fellow. Something was said about his having lost his sight from the accident; but that turned out not to be the case though he was suffering somewhat from cataract. It was agreed that he should have \$335 for the loss of his wife, which he accepted.

The next case was that of John Kusba, a Bohemian, blacksmith. He had lost a boy of fourteen years of age, and suffered from a fracture of the arm. He stated that the boy had worked at his trade for his assistance. Various estimates were made of the damages in this case; that of the Commissioners being \$600; that of four of the Presidents of the National Societies \$750; and that of Mr. Lomer \$1200. After some conversation, however, the gentlemen representing the various societies agreed to make an unanimous award so far as they could do so of \$1000. Mr. Hickson said he was willing to give \$750, to settle; but that if the man declined that, he must refer the matter to the Directors of the Company, before doing so. On the question being put to him, he said that he would take \$1000; but not \$750. It was stated that he had had a letter from friends at Toronto, advising him not to accept less than \$1000, and he said that he feared his arm would never recover. The doctors, however, seemed to have no doubts of that. This case, therefore, stood over.

John Moack, a labourer, appeared with his wife and two children. He and the children had sustained trifling personal injuries, which were estimated by Dr. Hingston at \$30 for himself, and \$20 for the children. His wife, however, had sustained very considerable injury, from which had resulted effusion of blood upon the chest, which the medical men estimated as equivalent to \$300, to which was to be added loss of time. She could not recover sufficiently to do any work for a twelve month, at least, and it was doubtful if she should ever recover. The awards in this case approached much nearer each other than in the case of Kusba, the highest among the representatives of the national societies putting the compensation at \$750, and the lowest at \$725. Mr. Hickson said he was willing to pay \$725, and no one making any objection, the

man was asked if he would accept it, and said yes, if it were the opinion of all the gentlemen that he should do so. He accordingly received a cheque for the amount.

The case of Joseph Kamkura, who left Germany with his wife and four children, aged respectively 17, 14, 9, and 2 years, was again taken up. The wife and a boy 14 years of age were killed by the accident, and the remaining members of the family sustained a variety of injuries. For the personal injuries of the survivors the physicians commanded the sum of \$100, and at the same time gave their opinion as to the time to elapse before they should be well and in a condition to work. An animated discussion ensued in fixing the amount of recompense for the loss sustained by the death of the wife and the boy. Two of the representatives of the National Societies contended for \$2,000; Mr. Lomer, President of the German Society, for \$1480; while the other members of the National Societies as well as the Commissioners themselves thought the sum of \$1030 enough to cover all the loss sustained. The discussion was characterized by some warmth and to bring the matter to a termination, as no compromise between the conflicting ideas appeared to be practicable, Mr. Hickson offered to pay the man \$1250 exclusive of his baggage, which was to have been restored or its equivalent in money paid over. This proposition was conveyed to the German emigrant by the interpreter, but he expressed a desire to obtain \$1500. He at length consented to consider the offer of Mr. Hickson, and the case was permitted to lie over a short time.

The case of John Kusba above related, was again brought up. His claim for \$1,000 was acceded to by Mr. Hickson, after a short discussion of the matter.

Wilhelm Guttner, a young German, furrier, who had his arm broken, was awarded by the physicians, for the injuries sustained by him, \$50, and two months' wages during the period of his convalescence. The amount which should be paid for this time gave rise to another discussion. Mr. Lomer stated that he had engaged the young man, and promised him \$8 a week and more if it should appear hereafter that he was worth it. He also said that furriers were paid ten to sixteen dollars a week, a portion of which was paid for work done over hours. The sum of \$75 was at length agreed upon, and the whole sum, \$125, was handed to the furrier in gold. He is a bright looking young man, and the misfortune of tumbling through a drawbridge may be the first step towards his fortune. It has already brought him a small capital with which to begin his career in this new country.

Thomas Satoria, a Bohemian, laborer, together with his wife, daughter, aged 16, little girl aged 3, and an infant child were also among the injured by the Grand Trunk disaster. Their claims were the next taken under consideration. The physicians estimated the injuries of the mother at \$20, the woman at \$40, the daughter at \$50; and the infant, being uninjured, no claim could be made for time. The child three years old having received serious injury to the spine, of the nature of concussion, which it was believed by some of the physicians would result in death in a short time, by others that there would be lameness through life, the lower extremities being useless, and by another that ultimate recovery would take place; it became a delicate question to decide the amount of the child's claim and the best manner of making the payment. The physicians could not name any amount for the personal injury received by her, as its consequences were yet so doubtful. It was at length decided upon and agreed to by Mr. Hickman to offer Satoria \$275 for the personal injuries received by himself and the other members of his family, and \$100 a year during the life of the child for its support, the payment of this sum to cease upon the demise of the child or upon her restoration to perfect health. After a laborious effort to make Satoria understand the nature of the proposal, he at first consented to accept it, and actually received the \$275 in gold; but when the annuity to the child was more fully explained, he declined the entire offer, handed back the \$275, and expressed a desire to be paid the principal of the annuity instead of the \$100 annually. This was, of course, impracticable, and the case was permitted to stand over.

Kamkura was again brought into the presence of the Commission on claims. Mr. Hickson expressed the desire to have it distinctly stated to the emigrant that the Company were ready to pay him the \$1250 at once; but that if the offer were not accepted to-day he must understand that it would be withdrawn. As the interpreter was about to make the statement to Kamkura, Mr. Lomer desired the interpreter to inform him at the same time that if he declined the offer, the German Society would see that he received at least that amount. Mr. Daly informed Mr. Lomer, that he would be required to give a guarantee that this would be done before the emigrant should be told of it. Mr. Lomer said that he was ready to give Mr. Daly the guarantee in writing if necessary. The interpreter made the statement as directed, whereupon the emigrant said he wanted a little more as the sum offered was too small. Mr. Hickson positively declined to give more than \$1250, and the matter was dropped.

—The Times has incurred the displeasure of Roman Catholics by declining to insert the letters "R.I.P." after names in the obituary. The ground for the refusal is that those letters bear a sectarian aspect.

—The Free Church of Scotland has lately resolved to raise \$400,000 for the endowment of her Colleges.

—Governor Dallas, with his wife and family Bishop Anderson of Rupert's Land, and Miss Anderson—also Capt. Retallack, ex Military Secretary, left for Europe in the Canadian mail steamship "Hibernian" on Saturday morning.

THE ACCIDENT THIS MORNING.

(To the Editor of the Daily Witness.)

Sir,—This morning at about a quarter past seven o'clock, a respectable looking man was killed on the Lachine Railroad track, between Chatham and Seigneur Streets, by the first train that entered the city after the Lachine train went out, the name on his cane seemed to be McArthur.

Permit me to ask a few questions of you in connection with the accident.

Is it lawful to remove a body from the place where the accident occurred to the police station. Were the inquest held on or near the place of the accident, a true verdict might be obtained, as there were several eye-witnesses to the occurrence.

Is it lawful to shove long trains of cars ahead of the locomotive, and run at a rapid speed, entering the city through streets unprotected by gates or watchmen, without either blowing the whistle or ringing the bell?

Is it lawful for our streets to be without gates at the crossings where cars are run so quick? There are now five streets across which the track runs, the inhabitants of which pay taxes to the City Corporation, and is there no protection to be given to life or property? This is the third accident which has occurred within a few weeks between Canning and Seigneur Sts., and there seems to be no redress, and in fact no precaution, in order to prevent such occurrences.

Is there any statute or rule by which the Railroad Company or their subordinates are to be governed in running the trains when entering the city?

By inserting the above in your widely-circulated paper, and your answer to the above queries, you will much oblige the writer and your many readers, and many others, in this locality, who will feel a deep interest in the answers given by you to the above.

I am, sir, your humble servant, &c., R. A. Chatham Street, Montreal, July 22, 1864.

[Our reporter, who was on the spot soon after the accident this morning, understood and stated that the whistle and bell were both sounded, but in vain. The writer of the above says they were not sounded,—this is a most important point, and we trust the Coroner will have all the facts brought out. He is welcome to the name of our correspondent. If the train was backing rapidly, as stated by R. A., the deceased may have thought, until too late, that it was going from him instead of coming towards him.]

Since writing the above, we learn, to our unspeakable astonishment, that the inquest is already over, and the verdict rendered exonerates all parties. The question arises, has there any full and proper inquest?—Ed.]

(To the Editor of the Daily Witness.)

MONTREAL, July 15, 1864.

Sir,—The late catastrophe, I think, is sufficient to correct the present penny wise and pound foolish management of the G. T. R. Co.

I therefore beg to call the immediate attention of the Superintendents of the Bonaventure and Tannery Junction Division, to the necessity of placing gates upon, and providing keepers for the following crossings, which have during the past year grown up to be great thoroughfares, viz. St. Felix Street, Aqueduct Street, and Guy St.

A stitch in time saves nine.

I am yours truly, B.

[It will be seen from the date of the above letter that we did not insert it when received, not being willing to lay any blame on the G. T. we could help. The accident which has occurred to-day proves, however, that we should have inserted it; and that the writer should have included Seigneur Street.—Ed.]

THE DOG QUESTION.

(To the Editor of the Daily Witness.)

Sir,—As a humane man, you have lifted up your voice on behalf of the innocent birds—have you not one word to say for the poor persecuted dogs? The dog is emphatically the friend of man. Many a life he has saved by his courage and sagacity, and man has too often repaid him with gross ingratitude. There certainly was a necessity for lessening the number of useless curs that roam around the streets without owners, but this cannot justify the wholesale slaughter that is being carried on in Montreal, by the servants of the Corporation. These men, armed with a little brief authority, sally forth every morning, and with a seal worthy a better cause, destroy every unoffending animal they can see. They make no distinctions—the gallant Newfoundland shares the fate of the veriest barking cur, and a collar is no protection to the poor sufferer. This inhuman raid has sent grief into many a household in this city. Most families have a pet dog—fondly attached to them, and they to him, and his loss is mourned as the loss of a friend. Can nothing be done to stop this outrageous raid?

I am, respectfully yours, &c., J. C. Montreal, July 21, 1864.

REMARKS.

It is most desirable that all dogs should be taxed, and that none should be allowed to go at large except such as have a tax-paying owner. But before the police can kill dogs, they are bound, we presume, to give due warning, and to point out the way in which owners of dogs may preserve them—say by keeping them in or putting collars on them with the owner's name. If such notice has been given we have not seen it. Without such notice, killing of dogs must, we think, be as illegal as killing of horses or cows.

Contemporary Press.

IRISH EMIGRATION.

This emigration is proceeding on so large a scale that it has elicited a discussion in Parliament. The motion of Mr. Hennessy shows in its phraseology the deep distress with which the country is stricken. He moved that "this House observes with regret that the agricultural population of Ireland are rapidly leaving the country; and that this House trusts that her Majesty's Government will direct their attention to the subject, with a view of devising some means by which the Irish agricultural population may be induced to devote their capital and labour to reproductive employments at home." It sounds like a melancholy joke to introduce the word capital in connection with the Irish labourer. His only capital lies in his bones and sinews, and these he is taking to other lands, where they will be better appreciated. It was hardly less cruel for Sir Robert Peel to speak in the course of the debate of the "wonderful revival of prosperity of late" in Ireland, with the facts before us which the Emigration Commissioners have lately published. Lord Palmerston took the right view of the subject when he said that emigration was entirely due to the levelling law which attracted the population all over the country to those places where they obtained the highest wages and most permanent employment. His Lordship also dwelt upon a natural fact, to which we have more than once reverted in these columns—the absence in Ireland of coal and iron, which will always prevent it from becoming a manufacturing country like England. It seems, however, according to the showing of the First Minister, that the cheapness of labour across the Channel is attracting capitalists to a small extent, for the carrying out of certain manufacturing processes, but a long time must elapse before it can produce any serious effect upon the chronic destitution of the people. "As long as the Irish peasant can improve their condition, by going to America," said his Lordship, "it would be unkind to attempt to prevent them by Legislative interference."—*Eng. Paper.*

THE NEW CALL FOR TROOPS.

The effervescent enthusiasm that characterized popular feeling in the first stages of the war, has in a great measure passed away. The national purpose is now fixed, stronger and less demonstrative than formerly. We comprehend the work, and have deliberately settled down to accomplish it. The calls for troops are not filled with such alacrity as at first, but still the ranks of our army are continually being replenished from enlistments all over the land.

The new call, issued yesterday, for half a million additional volunteers, will not take the country by surprise. It has been expected for some time, and all who were conversant with affairs well knew that it was needed. It is true that Senator Wilson caused a good deal of misapprehension by stating, in a speech just before the adjournment of Congress, that 700,000 volunteers had been called for since the 26th day of May, 1863, and that all these men had been raised. This was a statement which required some explanation. Last October 300,000 were called for, but that included all the men that had enlisted from the previous May, and most of the quotas were canceled by "credits" on settlement with the Provost-Marshal-General. In February of this year 500,000 were called for, but this included the 300,000 of October, and like the other, produced but few men. Then in March 200,000 were called for, but most of this call was canceled by the same process. The Chicago Tribune which analyzes Senator Wilson's statements, shows that the whole number of white volunteers from October last to the beginning of this month did not exceed 2,000 men—exclusive of hundreds of days' troops. Besides these, in the same time, we enlisted about 50,000 blacks.

When we consider the great campaigns which the Army of the East and the Army of the West have undertaken since that time—when we take into account the costly battles which have been fought—the battle of Chattanooga last November, the twelve battles that have been fought during Sherman's present advance upon Atlanta, the battles of the Wilderness, Spottsylvania, Chickamauga and Petersburg—when we add to the heavy losses in these great encounters the ordinary mortality that is constantly thinning out masses of men, the fact will appear evident to all reflecting minds that our army must necessarily by this time require a large increase for the further prosecution of the great campaigns now in progress.—*N. Y. Times.*

TERRIBLE COLLISION ON THE ERIE RAILROAD.

Sadly familiar as the last three years have rendered the country and the public with tales of blood, scenes of slaughter, and the accumulated horrors of the battle-field, we are not yet so used to them as to feel unmoved when, on a smaller scale, some fearful railroad catastrophe brings them to us face to face amid the quiet of civil life.

One of these terrible catastrophes, the most terrible that has happened in this country for some years took place on Friday morning last, when the grave was again opened to receive a hecatomb of human life, offered at the shrine of managerial inefficiency and subordinate recklessness. It appears that on the 13th instant a batch of 833 Rebel prisoners left Point Lookout under the charge of 125 Union soldiers. They safely arrived at New York on the 14th, and left Jersey City at 5 a.m. on the morning of the 15th en route for Elmira, New York, whither they had been ordered to proceed.

All went well, and the convoy reached Port Jervis in the best of spirits. At Port Jervis the double track of the Erie Railroad ends, and for the next twenty-four or twenty-five miles the road is but a single track to Lackawaxen Junction, with occasional lengths of double track where the nature of the road permits.

The scene is described by those who escaped as most appalling, the road blocked up with debris, car piled upon car in the most indescribable confusion, the bodies of those thrown from them covering the road at every step, the flying dust and blinding smoke from the quenching fires, the noise of the escaping steam, and, above all, the fearful groans and heart-rending cries of the injured and expiring will never be forgotten.

Some of the corpses were shockingly mutilated, heads completely crushed, bodies transfixed, impaled on timbers or iron rods, or smashed between the colliding beams, while one man was discovered dead, sitting on the top of the upturned tender, in grotesque and ghastly mockery of the scene around him.

Throughout the whole of the distance, and for some miles farther on, the railroad runs up the valley of the Delaware, and is full of sharp curves and awkward turns, along which it is often impossible for the engine driver to see more than fifty or sixty yards in advance. It was along this piece of the road, about two miles from Shohola, and when turning a point of one of the abutting hills, that the train of eighteen emigrant cars, with its freight of nine hundred and fifty-eight souls, running at the rate of twenty-five miles an hour, met a coal train of fifty cars, with each a load of twelve tons, that came thundering down the incline from Lackawaxen. When the trains came in sight of each other they could not have been more than one hundred yards apart, the drivers not having time even to reverse their engines and jump off before death was upon them, the driver of the passenger train, named William Ingram, and his fireman, named Tuttle, being both taken off the engine dead, as was the fireman of the coal engine, named Philo Prentiss.

The shock was tremendous, and its results awful, though fortunately neither of the engines left the line. The tender of the passenger engine was turned up on end, the wood for fuel being thrown in front, and burying the driver and fireman before named. The first car, of course, was utterly destroyed, being jammed, as a spectator described it to us, into a space less than six feet, while to complete its demolition, the tender that had been tipped on end fell back on its roof. It contained thirty-seven men, some of whom were on the platform at the time of the collision, and from its wreck thirty-six were taken out dead, only one man escaping with his life by falling between the platforms to the earth.

Three of the cars in all were totally destroyed, and seven or eight of them so much broken as to be entirely useless, and it was in these cars that the greatest loss of life occurred; for when the collision took place two Union soldiers were placed as sentinels at each door on the platforms of each car, which were also occupied by some of the Rebels beguiling the way by conversation with the sentry. Of the men thus standing all were immediately killed, save one or two.

As soon as possible the survivors set to work under the guidance of the Captain in charge of the body, to extricate the dying and wounded from their fearful position, and in the mean time, word was sent to Shohola, apprising the authorities there of the state of things, who immediately telegraphed for assistance to Port Jervis, whence, in a short time, Hugh Riddle, Esq., District Superintendent, arrived on the scene of disaster in a relief train, with three surgeons to attend to the injured.

When the cries of the last wounded had directed the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four Rebels, dead; while the wounded numbered one hundred and twenty, some of them wounded mortally—indeed, four have since died, and a number of others cannot be expected to recover. J. T. Ridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was immediately summoned, and an inquest held. A large trench was dug, 76 feet long, 8 feet wide, and 6 feet deep, in which the bodies were at once interred in boxes hastily constructed—one being allotted to four Rebels, and one to each Union soldier. The wounded were conveyed as soon as possible to Shohola, where they met with every attention and aid that surgical skill could suggest and the limited accommodation permit, from Drs. Appley, Hardenburg, Cooper, Deborn, Lawrence, and Walsh, assisted by a number of volunteers from the inhabitants of the neighborhood.

The ladies of the vicinity also were unwearied in rendering those kind offices which womanly tenderness alone knows how to bestow, besides bringing soups, jellies, and other delicacies so grateful to the parched and fevered patient.—*N. Y. Tribune.*

THE "CANADA FARMER."

The July number of the *Canada Farmer* is replete with valuable information, largely of home supply. The first article "On Draining" is illustrated with pictures showing how little way down the roots of a plant penetrate in a damp soil, and how far they get down when the same soil has been underdrained. Also, various methods of constructing drains. Respecting hay making, mowing, and harvesting, there are of course many articles at this season of the year mostly selected.

The cartoon of the number is a good picture of South Down Wethers, illustrating an article on this famous breed of sheep. This is followed by a letter from the celebrated Sheep Master, John Saell, of Edmonton, on a new disease among ewes, and another from Mark Dyer, Gore of London, giving a cure for "grub in the head" of sheep. Next we have the conclusion of a prize essay on "Rearing Calves," and then the following communication respecting mules:

MULES.

M. W. Henry, of Rockton, Ill., sends us the following article on mules, for which he has our thanks. He is largely engaged in mule breeding, and says if the Provincial Agricultural Association will give prizes for jacks, jennies, mule colts of various ages, and matched pairs, he will come over and show his stock:—
"Mules have many advantages over the horse; they cost one-third less for feed and other expenses. They are not subject to many of the diseases of the horse, have much greater power of endurance, live to greater age, without depreciation in value. We now have a mule at our place sixty years of age, and perfectly active.
"The charge of stubbornness so often made against the mule, is entirely due to the fact that he is generally more roughly used than the horse and has a capacity to know it. When mules are as well cared for as horses, they are equally kind. They will stand greater degrees of heat and cold than the horse, and are more

intelligent, that is, capable of being more readily taught. The mule has one fault; if he is left in the stable six weeks without use, he requires to be broken again. His memory is not equal to that of the horse, although his immediate intelligence is greater. He may be sustained on coarser food, with less expense for harness, shoeing, etc. No one ever asks the age of a mule, for they seem to be equally valuable at any age. Dickens tells us, 'that sailors with white top-boots, and dead mules, are never seen.'

"The ordinary cost of a fine mule is much greater than that of a good farm horse, but this is soon compensated for in the difference of cost of the keep. It is difficult to understand why mules, so intelligent in comprehending new kinds of service, should be so deficient in some other respects; for if a mule be bedded with the commonest salt hay, and his manger filled with good oats, underlaid with a half peck of thistles, he will probably eat the thistles first, his bedding next, and the oats afterwards, unless immediately he should take a notion to feed on his crib or the side planking of his stall.

"A mule may be taught to drag a carrot-weeder, No. 0. lifting sub-soil plough, or a horse hoe, through rows of every width. At a late visit of a committee of the American Institute to our place, the mule Kitty, sixty years old, carried a sub-soil lifter through rows of celery plants, planted twelve inches apart, which, by their growth had reduced the space to eight inches without treading on a single plant; she moved her feet parallel with the ground beneath the plants and close to the surface of the ground, placing each in front of the other without difficulty.

An article from *Bell's Life*, entitled "Horse Breeding in Ireland," shows that the system of selling the best and largest animals rapidly deteriorates the breed. There is a correspondence on "Pig Feeding," in which a Mr. Carter advocates a great variety of food, including beech nuts, bean-stalks, and Swedish turnips, in the earlier part of the process of breeding; and oatmeal and milk, or barley-meal and milk, at the last; while a Mr. Nash, of Hamilton, who has been fattening pork for bacon for years, gives the preference to dry peas, or pea-meal, as making the firmest pork.

In the Dairy department, there are selected articles on "Cheese-making," "Fine Cows," and "A convenient Milk Pail."

The correspondence is interesting, extracts being given from twenty five letters, with remarks or replies. We copy one of these paragraphs:—

AN INTENDING FLAX MANUFACTURER.—Mr. James Spence, of Frye Village, Andover, Mass., U.S., writes us to say that he wishes to settle in some good locality in Canada, where he can commence the manufacture of flax, with the prospect of doing a good business. He thinks of starting scutching, heckling, spinning, twisting, and weaving machinery, and desires to know of an idle water-power, in a suitable locality, to sell or rent. Mr. Spence has had many years' experience in this business, in the old country and in the U.S. Desirous of encouraging such settlers to make their way to Canada, we thus give publicity to his wishes, in the hope that parties who know of a good opening for flax manufacture, will address our correspondent as above. Meantime, our advice to Mr. Spence is to visit, and select a locality for himself. He will, we think, have no difficulty in finding one to meet his views, for the flax trade in Canada is capable of indefinite expansion.

The Provincial mowing machine match came off on the 6th July, on the farm of James Logie, Esq., West Flamboro', when four single mowing machines and 12 combined mowers and reapers competed. The editor who was on the ground says:—

"The award of the judges is not to be made known until the Provincial Exhibition, and it is needless to try to anticipate it. Suffice it to say that scythe mowing in Canada is evidently well-nigh obsolete, that a large number of mowing machines capable of doing good execution, are now being manufactured, and that most assuredly no man will waste his money who buys any one of the machines that were on exhibition at the recent match. It is very plain, however, that Ball's Ohio, both as a single and combined machine is a favorite both with makers and purchasers, six out of the sixteen machines exhibited, being of that pattern. If we were obliged to give an opinion on the merits of the several machines simply as mowers, we should be somewhat puzzled which of the following four to place first, viz:—Ohio Junior, two Ball's Ohio Combined, Nos. respectively 7 and 8, and Cayuga Chief. But as we have said, all were good, and we congratulate the farmers of Canada on the opportunity they have of selecting from so excellent an assortment of well-made machines."

"Weather and Crop Items" occupy nearly a page.

In the Bee department this number is very rich. Dr. George Duncan, of Embro, C. W., in an interesting letter gives a decided preference to the "movable comb-observing beehive," by which he secures one strong swarm in a year and no more, thus producing more honey and preserving the bees in far better condition through the winter than when two, three, or four swarms are permitted. The following letter on Italian Bees we must give in full on account of its importance:—

CHARACTERISTICS OF ITALIAN BEES.

[To the Editor of the *Canada Farmer*.]

Sir,—Agreeably to your request, in last number of the *Canada Farmer*, regarding Italian bees, I would state that the result of my experience with them is, their disposition to labour far exceeds that of the common bee; they commence work earlier in the morning and work later in the evening, and on a cool day, when the common kind are not to be seen, they are at work. It seems they prefer a Northern climate, for in their native country it is said they are only found in the North, while the common bees are found in the South. The queens are larger and more prolific than common ones, and are inclined to swarm oftener and earlier. The Italian bee differs from the common one, in being larger, and of a light chrome-yellow colour, with light brimstone coloured wings and two orange girls immediately behind the wings. Working bees as well as drones are thus marked, the girls

upon the drones are scolloped, and they attain an astonishing size. The queens are marked a good deal like the workers, but much brighter, and on account of their size and colour, are very easily found in a swarm. The bees are almost transparent when the sun shines on them, and when bred in comb of their own building are larger than when bred in comb of common bees, as their own cells are larger. I have proved beyond a doubt to my mind that they will gather honey from red clover. I have not paid attention to this quality in them, and therefore cannot speak of it from my own knowledge.—Some of my neighbours have told me that they have seen them gathering honey from it; if so, this will account in a great measure for their gathering more honey than common bees.

They are extremely amiable, as unprovoked they never sting. There is one trait in their character which I do not admire much, although it proves their superiority, and that is their propensity for stealing; if there is a hive of common bees near that are weak they are almost sure to be robbed, and on the other hand, common bees find it useless attempting to rob Italians, as they can repel three to one. My experience with them is, they are superior in every way to common bees.

I will be able, if all is well, to have quite a number of queens to sell next summer, and may have a few this fall. I ask four dollars each, and will guarantee their purity and safe arrival as far as they can be carried by express. All orders will be filled as fast as possible.

Mirckville, C. W. H. HOLDEN.
There are letters from Canadian farmers on "How to Groom a Horse," and "Murrain in Cattle."

In the Horticultural department, we find an article on "Mushrooms," "Rural Cemeteries," "How to Keep Apples," "Grape Culture," "The Fruit Crop in the County of Lincoln," "On Planting and Pruning."
The Entomological department has articles on Insects and the methods of destroying them.
The Household department has some valuable Recipes.
The Poultry department has an article in praise of a French breed of fowls called *Orève Cœur*. There are notes of an Agricultural Tour by Professor Bushland, &c., &c., and other paragraphs, advertisements, &c.

FROM A PEDESTRIAN EDITOR IN THE EASTERN TOWNSHIPS.

SHERBROOKE, July 18.

EDUCATION.

My former peregrinations were in the district of Bedford. I have since seen some portion of this District of St. Francis. The habits and manners of the people in all the border country, are very much formed on the American model. They trace their lineage, and with it have naturally drawn their language, their modes of life, their ingenuity and enterprise, in a great measure from the United States. This is noticeable in the Bedford District, and I think still more so in the Southwestern part of this, where there are villages and neighbourhoods which might for all outward appearance, have been transported from the centre of Vermont—I must not specify which, for though many might be pleased by the comparison, there are, I am assured, on impartial authority, a larger number who would take umbrage, because being born in Canada, they neither know, nor seek to know, a better land than their own. Until lately they have been dependent for the higher branches of education, almost entirely on the United States, and as they are really an intelligent, and as a whole, an educated people, much credit is due both to the American graduates, who have filled the position of academy teachers here, and to the thirst for knowledge which has sent so many of the youth to seek a college training at Harvard, Dartmouth and Yale. Formerly all who went to college went to the United States, but now that railroads have begun to bridge the mighty French wilderness, which divides from Montreal the fairest part of Canada, our own University is on all hands looked forward to by the young who here, ten times more than in Montreal, appreciate the value of a schooled intellect. Of late McGill College has been to a great extent, supplied with students in arts from the townships, and the position they have always held there, says much for the solidity of their previous training, which was, I believe, in most cases, dependent on Americans, chiefly Burlington graduates. But why should these country men press more eagerly to the seat of learning than the youth of the city? It is not the gentility of education, for they know no gentility but honest worth. It may be said that there is a natural repugnance to the hard work of farming, the only alternative in the country, while the city boy looks forward with pleasure to the excitement of his father's mercantile occupation. This will not meet the case of those who enter the faculty of arts, a course not required of professional students, and not likely to be entered on through laziness. It is sought for its own sake, and many do not even choose a profession until after their preliminary course.—I think the true explanation of the phenomenon, although it may surprise some, is simply this: The youth in the country appreciate education more because their fathers, or at least those with whom they have the opportunity of mingling, are better educated. If there are but few educated merchants in town; if business has been conducted and brought up to men who could but read and write, what is there likely to be in the ordinary conversation which surrounds them to induce boys of the same class to think of going to college, however much the parents' judgment may lean to such a course? In the country, on the other hand, there is always the minister, the doctor, the lawyer, or some one to recount past efforts and triumphs at college, and generally the fame of a school-mate whose name has gone abroad over the country as that of the successful competitor for some college honor. There is another difference, but we must tread carefully on delicate ground; I think there are

some schools in the townships where the thirst for learning increases with what it feeds on more than at the most of schools in Montreal. The teachers are often men fresh and enthusiastic from their own college course, and their aim is to awaken the intellect under them to a kindred enthusiasm.

Common education seems to be well provided for here. One seldom walks more than two miles in the well peopled parts without passing a school house,—almost every village has in addition its academy, which, perhaps, aspires to the preparation of young men for the ministry, or the supplying of a much needed boarding school for city children, and often flourishes for a year or two the names of a large staff of teachers. There is no lack of academies, although there is often lack of teachers or scholars. Here at Sherbrooke there is an excellent building, but, probably, owing to the proximity of the very efficient school at Lennoxville it has proved unsuccessful. There is also a University at Lennoxville, as every one knows; it conferred, I believe, two regular bachelor's degrees at its recent convocation, and has done something to scatter university honours among the magnates of our land.

RELIGION.

The religious state of this country has of late been the subject of some comment. Those who have gone out year after year mournfully sowing seed in stony places, have spoken sadly of the slowness of its germination. Those who go into new land have so many logs to roll, and stumps to draw, that they progress slowly, but they are doing a work for all time nevertheless; and the agents of Societies do certainly find out woefully neglected spots. It does not, perhaps, become a pedestrian editor to have an opinion on such subjects as the state of religion; but, were I asked, I think my testimony would very much agree with those who have said that there is in all this district a most lamentable carelessness concerning religion,—nay, I agree with them still further when they say that hardly any place, in city or country, is much better. It may well make the earnest servants of God sick at heart to see in its unadorned plainness the woful stupor in which men sleep, even under the sound of the blessed gospel,—the universal intelligence, extending even to the Catholics, who are often as good critics of the Protestant pastors, as Protestants themselves, joined to the most unconquerable unconcern. This sad apathy is all the more evident in places where, through the temperance reform, drunkenness has ceased to be what it is in the city and elsewhere—the one besetting sin of the people. The people here are kind-hearted, and always treat the subject of religion with great politeness. They receive a tract with a respectful "thank-you." Almost the only refusals we have known, having been in the case of some French children; and by two clergymen in very long coats, who looked as if they thought the tracts were being offered to the back of their seat in the cars. Some disregard the message which these tracts carry; but it is certain that many read them, and that some are profited. There are those also to whose hearts they are a sure passport, who have long ago received the message which they all contain.

There are at times in these regions great inter-sectarian quarrellings, and a constant undercurrent of hard feeling between denominations, which, whatever may be its origin, does no honour to the cause of the Redeemer. Each town and village has its own version of almost the same story, with two sides to it. Would it were otherwise elsewhere. Let the town or village that is without sin first cast a stone.

My last letter was written from Georgeville, on Lake Memphremagog. Since then, I have walked thence to Stanstead, and from there come to this old town; and having made but short stoppages, little remains to be spoken of, but the scenery which, on this side of the Lake, is perhaps still more varied and interesting than that already described. A mile or two from Georgeville, on the Stanstead road, we had behind us one of the finest scenes in this country. With the Owl's Head at one end, and Orford at the other, the valley in which the lake lies reminds one strongly of some views on the borders of the Scottish Highlands; there are certainly few more striking. Passing on a little further, we find ourselves on the brow of a high hill overlooking a fine track of Stanstead County, in the bottom of which lies Fitch Bay, an arm of the lake. Going by Smith's Mills, the shortest and finest pedestrian route, there is a succession of such views, and around Stanstead itself are some most excellent landscapes. The scenery on the first part of the way hither was also very good,—the whole character of this side of the lake being bold and much varied. At the village of Massawippi the lake of the same name opened on us.—Although it is a large sheet of water, it is almost hidden from the mountains on the other side by hills running along the North-Western side of it. There is nothing grand about this lake, but it might afford charming sites for country seats, being only a few miles from the Grand Trunk at Waterville.

STANSTEAD, LENNOXVILLE, SHERBROOKE.

Stanstead is a very flourishing and growing village, beautiful in situation, active in trade, with some very fine residences, and bidding fair to be the first place in the Townships.—Lennoxville is very finely situated with its University and school buildings although built of brick a most pleasing pile situated at the confluence of the Massawippi and the St. Francis. Sherbrooke is however the most beautiful spot in Canada. Here the Magog river tumbles the waters of the lake into the St. Francis amid the most lovely sylvan scenes, yet in the very heart of the town. Factories are everywhere, yet none are unsightly.—At the lower end of the town a long view is obtained down the valley of the St. Francis, a most enchanting prospect which is daily enjoyed from many a window. The town is on both sides of the St. Francis and of considerable size, and has to a greater degree than most places the respectability of dinginess showing itself here and there, proving that the place had attained some size a long time ago.

There is also the equable mixture of French and English inhabitants, which seems to impart both strength and good morality to a place. A certain style is also observed hereabouts which seems to claim a British connection rather than American, and which will doubtless be, to a certain extent, a wall of separation between this place and the district south of it. I will not repeat any description of the manufactures of this place, the *Witness* having already contained accounts of them. Readers will be interested to know that much of the paper used on the *Witness* is made at Messrs. Angus & Logan's paper-mill at this place.

AMERICAN NEWS.

The executor of William T. Barrow has recovered \$3,750 from the Illinois Central Railroad Company, as compensation for the life of that gentleman, who was killed whilst travelling in the cars a short time since.
The New York papers state that Charles Mure, a native of Canada, aged 32 years, died in that city on the 15th from the effects of poison, which, by mistake, he took from a bottle that he supposed to contain gin.
A School of Mines.—On the 15th of November next, Columbia College will open a School of Mines. This will be a novelty in our City, but its utility cannot be too strongly asserted. There is no considerable country except our own, which has not a school applied to mining science. Not even the smallest States in Europe are deficient in this sort of instruction. The Imperial School of Mines at Paris is familiar to Americans, many of our youth having frequented the lectures given there, although not more than two or three have ever taken diplomas, and the title of Engineer of Mines from that school. The most celebrated in Germany are the well-known ones of Freiberg, in Saxony, and Clausthal, in the Harz. Hungary has a seat of instruction at Schemnitz. England established a Mining School in 1851, in connection with the National Museum of Geology. It was a necessity for the development of her East India possessions.—This instituted a new calling and career for a large class of her gentry, who entered upon it with ardor. A School of Mines seems to be useful to all capitalists, who, when urged to invest in mining operations, are dependent upon the reports of interested parties. A professional mining engineer is wanted to give an unprejudiced opinion derived from thorough examinations and soundly scientific analysis.—N. Y. Times.
WHERE WERE OUR PEOPLE BORN.—According to the census of 1850, California contained a population of 379,934. Of this about one-fifth, 77,707 were born on her own soil. Little less than two-fifths had their birth in foreign lands. China gave us the most of any foreign land, about 35,000; Ireland came next, by a short interval, her sons being about 33,000. Germany gave birth to 21,000. There were 12,000 Englishmen, 3,700 Scotchmen, 5,500 British-Americans, and over 9,000 Mexicans. We are most curious respecting the composition of our American-born immigrants. Some what more than two-fifths of the population were born in some of our sister States. Did they come from the free or the slave States? From the long dominance of the chivalry in our politics, it might be supposed that the majority came from the South. But no. Of the 155,000 natives of other States, only 45,000 came from slave territory, and of these, the border States, Kentucky, Missouri, Tennessee and Maryland made up nearly two-thirds. Of the great loyal born population, counting 110,000, (in addition to 77,000 Californian natives) New England gave birth to 32,000, New York 28,600, Ohio, 12,600, Pennsylvania, 11,000, Illinois 8,200, Indiana 4,600.—San Francisco Pacific.
MEXICO.—We are enabled to contradict, on good authority, the statement that has been sent from Mexico through French sources, that the republican General, Urugo, has turned traitor to his country, and submitted to the intervention. He has not done so, but is at the head of a respectable force in the State of Jalisco in the western part of Mexico. The French assertion that Gen. Doblado had deserted the Republic is also false. He commands a force at Monterey. The fact is, that nearly all the news from Mexico that comes to us through French sources is a tissue of falsehoods, as has been amply proved by the history of the last two years.—N. Y. Times.

CANADIAN NEWS.

The Toronto Globe states that a man named Jeremiah Cahill, deliberately poisoned himself in a disreputable house in that city, while talking to one of its inmates, named N. H. Perry. Deceased at the time of committing the rash act was considerably under the influence of liquor. He was about 37 years of age, had been a member of the band of the "10th Royals," and had served for several years as a soldier in the 6th Foot. Perry has been arrested pending the Coroner's inquest.
On the 11th, a most destructive hail storm took place at Portage du Fort. On a portion of the 5th and 6th line of Clarendon, the crops were cut to pieces, so much so that the farmers are endeavoring to dispose of their cattle, to enable them to purchase food. Many of the baskets were over an ounce in weight. The shower lasted only a few minutes.
The Owen Sound Times says, that on the 12th, a man named Patrick Doyle, a bricklayer, stupefied by drink or incited by some evil influence, divested himself of his clothing and walked into the mill pond of Messrs. Harrison, at Owen Sound, to drown himself. He seemed quite determined in the matter; and when the alarm being given, several persons seized him to drag him out, he resisted their efforts as far as he had consciousness enough to do so.
The Cobourg World states that an inebriate named Hiram Bettes, who resided at Charlotte, committed suicide on the 11th by cutting his throat. Deceased was a widower, and leaves a family of four children.
The Advertiser states that two women escaped lately from Guelph gaol, and have not yet been heard of.
The inquest on the body of the late Jeremiah Cahill, who died lately in a house of ill-fame in Toronto, was terminated on the 19th. The jury brought in the following verdict:—"That the said Jeremiah Cahill came to his death from congestion of the brain or apoplexy, caused by very frequent use of poisonous administered by his hand." The women arrested were accordingly discharged.
The Ottawa Union states that a man named George Tremaine was drowned in the canal, a short distance from Louis' dam. It appears that the deceased came to look after a stray cow, found her to be on the east side of the canal, but having no means of getting over, stripped off, attempted to swim across and got drowned. From the fact that where the body was found the canal is full of weeds, and that a quantity of weeds were entwined around his feet, it is presumed they were the cause of his death.
The Waterloo (O.E.) Advertiser states that on the 15th inst., as Mr. Charles Page, of Bolton, was driving along the north shore of Oxford Pond, with a portion of his family, his horse took fright, and, barely giving those on board time to

spring from the carriage, leaped over the precipice into the pond. Mr. Page, we understand, was carried along with them. How he escaped, we hear, he is unable to explain. His horses, a valuable matched span, were drowned. Had there been a stout railing along the road at that place, it is probable that the accident would not have occurred.
The next regular annual communication of the Grand Lodge of Ancient, Free and Accepted Masons of Canada, will be held in Toronto, on the second Wednesday in next July.
The Brantford Courier states that Mr. James O. Geddes, who has been Manager of the Bank of British North America in Brantford, for the past eight or nine years, is about to be removed to Dundas, to take charge of the Bank in connection with the same institution in that town.
The Hamilton Spectator states that much enthusiasm exists with regard to the raising of a regiment of the line similar to the 100th.
The Toronto Evening Journal has entered upon its second volume.
The Hamilton Times says that a tax equivalent to 36 cents on the dollar has been imposed by the City Council, for the purpose of meeting the ordinary expenses of the city for the current half year, and for paying the interest due on the debenture debt in October next.
The London, C. W., papers state that His Excellency the Governor General has ratified the proposal to hold a review in that city.
The Quebec Chronicle writes in sanguine terms of the Gaspe Lead Mines' enterprise. It understands that a company has been formed for the prosecution of the works, consisting solely of leading Canadian merchants and public men, and that the late proprietor, Mr. Closter, will act as superintendent or business manager.
The Guelph Advertiser states that the hay crop in the county of Wellington will be rather short of an average, but we do not suppose hay will be much dearer this year than last.
The Quebec Courier states that, during the last week, some nineteen young Canadians managed to effect their escape from the Federal army, and returned to their homes in Quebec or its vicinity.
ANOTHER OIL WELL STRUCK.—On the 15th Mr. Edwin Kerby struck a good oil well at Enniskillen, a short distance from the bridge crossing the creek in that village. The depth at which oil was struck was forty feet. The well is said to be likely to prove a paying one.—Chatham Planet.
THE WEATHER AND THE CROPS.—The rain which fell on Sunday and Monday last has had a most beneficial effect upon the crops in this locality. With the refreshed and renewed healthy appearance of all kinds of cereals and vegetables, the drooping spirits of the farmers are revived. Haying has already commenced, and that crop looks excellent and will no doubt prove a bountiful yield.—Cobourg Sentinel, July 16.
EXTENSION OF THE GREAT WESTERN RAILWAY.—The Hamilton Evening Times learns that this Railway Company is vigorously prosecuting a survey for a branch line from Harrisburg to Brantford. The distance between the two points is only some seven miles, and the expense of construction will be very trifling in comparison to the advantages to be obtained. This branch will give Brantford and the district lying beyond an expeditious outlet to the east; bring Hamilton into close connection with that growing town; and supply the facilities for commerce between Hamilton and Brantford, so long desired by both.
A LARGE FAMILY.—On the 30th ult a family picnic was held on the farm of Mr. Denis Horseman, in the town of Nissouri, at which one hundred and twenty-seven relations were present. There are some things about this family that are remarkable. On their settlement in this country, about forty-five years ago, they numbered about ten persons; they now approximate to one hundred and eighty. Five of their number were present at the picnic, each of them over seventy years of age. Two of the members of this family have held the office of Warden of the county of Oxford, and one of the county of Middlesex; and several of them are magistrates. What is very remarkable, is that not one of the members of this large family has fallen into the snare of the drunkard; not one of them has ever been in prison, and not one of them has ever been convicted for a criminal breach of the law. Two of the members of this family are Baptist elders, several of them are Baptist deacons, and a large majority of them are members of Baptist churches.—Simcoe Messenger.
HEROISM.—The Brampton Times states that the Rev. Mr. Pickhard, of E.quesing, was knocked down lately and frightfully gored by a bull, and would have been killed had it not been for his little daughter, who seeing the dangerous position of her father, bravely attacked the animal with a stout stick, with the thought as she afterwards expressed it, "I'll risk his killing me too," and by her vigorous blows finally succeeded in driving him away, unhurt herself, and thus rescued her father from his dangerous position.
DEATH OF S. PETERS, Esq.—We regret to notice the death, somewhat suddenly, on the 8th inst. of Samuel Peters, Esq. of Grosvenor Lodge, near London, O. W. He was one of the pioneers of Western Canada, and for many years paid much attention very successfully to the breeding of superior stock. He was a thorough agriculturist, and took great interest in whatever tended to develop the resources and increase the wealth of the country.—Canada Farmer, July.
DROWNED.—On Friday the 8th instant, an old man named George McGill residing in the township of Alice, was accidentally drowned while bathing in the Muskrat River, near the house of Mr. Arthur Taylor.—Pembroke Observer.
MORE FIRES.—A fire has been raging for several days past in "Bleeker's woods," about two miles north west of Belleville; several head of cattle have perished in the flames and other property has been destroyed. We are also informed that the woods in the vicinity of Osholm's Rapids are on fire to an alarming extent. The Madoc Mercury reports extensive fires in the back country, and a destructive conflagration is raging in the woods of Earnest-town.—Belleville Independent.
POSTPONEMENT OF THE QUEBEC RIFLE MATCH.—In consequence of the rifle match at Ottawa coming off on the 9th August, the annual Quebec match, which was announced for that day, has been postponed to the 30th. A complete list of the prizes to be shot for will be published on Tuesday next.—Quebec Chronicle.

DROWNED.—A boy 13 years of age, named Samuel Norfolk, son of Mrs. Emily Norfolk, of Thurlow, was drowned on the 12th inst., in the river Moira, by falling out of a canoe, near the residence of Mr. M. Thrasher, in the 5th con. of Thurlow.—Belleville Intelligencer.
THE WEATHER AND THE CROPS.
The prolonged drought with which this section has been visited, has materially affected the Spring crops, which will be of a very inferior quality this season. Spring wheat, oats and barley, look bad; the straw is short, and the crop light. Turnips, carrots, and other field roots will also be deficient in the yield, although in some places they look exceedingly well. The Fall wheat looks good, but the weevil has made its appearance in some localities.—Ottawa Observer, July 14.
The Weather is still oppressively hot, and rain is much wanted. We had a shower on Monday morning, which, for the time it lasted, was refreshing, but it did not last long enough. Spring crops are suffering much in consequence.—Peterboro' Review, July 15.
As the grain crops approach maturity the reports as to their condition continue to be much more favorable than was supposed a short time since. On Saturday, Mr. W. H. Gillance, residing on lot No. 26, 7th concession of Markham, brought a sample of barley to this office, which was sown on the 11th of April, and cut on Friday last. It is freely admitted to be equal to any ever grown in this or any other country.—Leader, July 18.
A beautiful shower of rain passed over this place on Sunday evening last, which was speedily drunk in by the thirsty earth. For about five weeks no rain had fallen, and everything presented a burnt-up and parched appearance. On Monday also rain fell, accompanied with hail—not enough, however, to do any damage—which has worked like magic in dispelling the wry faces, which for over a month the farmers in this vicinity have been so accustomed to wear. Some of the grain was too far gone to receive much good, but to late crops the benefit will be incalculable.—Picton Gazette, July 15.
HARVESTING.—The farmers in this section have commenced harvesting operations, and a large proportion of the rye crop is already prostrated. The yield of this grain is scarcely denominated fair, but to pronounce the crop a failure would be more of an exaggeration. In the township of Camden grain generally promises poorly; but little Fall grain was sown, and the Spring grain does not average over three or four inches in height, and the disposition to head out on such a body has been rendered quite abortive by the drought. In the township of Kingston, where the soil is deeper, the appearances are much better. The hay crop is believed to be an improvement on last season in most localities. Notwithstanding the doleful accounts generally received from the country, some allowance for the "croaking" proclivities of our agricultural friends must be made, and the margin against the probabilities of famine will doubtless be found quite fair.—Kingston American, July 18.

TELEGRAPHIC NEWS.

The Richmond Examiner of the 10th says, all sorts of vehicles are in demand for the conveyance of passengers over the 20 miles of destroyed road, for which each passenger is charged from \$50 to \$100.
New York, July 21.—Another dispatch from Niagara Falls is printed by the Times, which says:—The commissioners proposed that the negroes freed by the war remain free and that the negroes at present slaves remain so. The old doctrine of States rights to be recognized in the reconstruction.
New York, July 21.—The Times has a two-column article about the peace negotiations said to be going on at Niagara Falls and Richmond. Two weeks ago Geo. N. Sanders wrote to Horace Greeley that C. C. Clay, Jacob Thompson, and Holcomb, were duly recognized commissioners of the Confederate Government, and desired to know the terms of peace. He added that they were not authorized to negotiate for a cessation of hostilities, but they would like to have a formal conference.
The facts were communicated to President Lincoln, and he advised Greeley to act as he thought proper, and that he (Lincoln) would at any time be pleased to receive propositions.—Greeley having settled preliminaries with Mr. Lincoln, proceeded to Niagara. A correspondence was opened with the commissioners, and as a final result, they made the following propositions for the restoration of the Union upon this basis.
1st. All negroes actually freed to be secured in such freedom.
2nd. All at present soldiers to remain so.
3rd. War Debt of both parties to be paid by the U. S.
4th. The old doctrine of State rights to be recognized in the reconstruction.
These propositions were laid before the President, who telegraphed, proposing a full and complete restoration of the Union, under conditions, which, while respecting property rights of loyal men, afford ample security against another war. After considerable correspondence the entire matter was referred back to both Governments. It is also stated that the commissioners are holding conference with the leading Democrats, and have prepared a letter for the Chicago Convention, containing strong assurances of restoration of the Union.
The rebel force succeeded in reaching Stanton with their plunder,—none been recaptured.
New York, 21.—The Commercial's Niagara Falls correspondent says, Sanders has left for Washington, with a proposition to this effect. That if Mr. Lincoln will publish a proclamation of armistice, with a call for Convention of all the States, the South will agree to it and come into the convention. This not succeeding, it is understood to be the further object of these high envoys to procure as an alternative, the nomination by the democracy of ex-President Pierce at Chicago.
The Tribune this evening says: The Tribune of to-morrow will contain more trustworthy information in regard to the subject; and then copies the Niagara Falls dispatch printed by the Times this morning.
Post Washington special says the 7.30 notes now printing will be offered at par for subscribers, but will not be paid out to the public creditors.
BUFFALO, July 21.—The following correspondence explains itself:—
"Copy. Private and confidential.—Clifton

Hon. Niagara Falls, Canada West, 12th July, 1864. Dear Sir,—I am authorized to say that Hon. Clement C. Clay, of Alabama, Professor Jas. B. Holcomb, of Virginia, and Geo. N. Sanders, of Dixie, are ready at once to go to Washington, upon complete and unqualified protection being given either by the President or the Secretary of War. Let the permission include the three names and one other.
Very respectfully,
(Signed) GEO. N. SANDERS.
To Hon. H. Greeley,
NIAGARA FALLS, N. Y., July 17th, 1864.—Gentlemen,—I am informed that you are duly accredited from Richmond, as the bearers of propositions looking to the establishment of peace; that you desire to visit Washington in the fulfilment of your mission, and that you further desire that Mr. George N. Sanders shall accompany you. If my information be thus far justly correct, I am authorized by the President of the United States to tender you his safe conduct on the journey proposed, and to accompany you at the earliest time that will be agreeable to you.
I have the honor to be, Gentlemen, yours,
HORACE GREELY.
Messrs Clement C. Clay, Jacob Thomson, James B. Holcomb, Clifton House, C. W.
CLIFTON HOUSE, NIAGARA FALLS, 18th July, 1864.—Sir,—We have the honor to acknowledge your favor of the 19th inst., which would have been answered on yesterday but for the absence of Mr. Clay. The safe conduct of the President of the U. S. has been tendered us, we regret to state under some misapprehension of facts. We have not been accredited from Richmond as the bearers of propositions looking to the establishment of peace. We are, however, in the confidential employment of our Government, and entirely familiar with its wishes and opinions on that subject; and we feel authorized to declare, that if the circumstances disclosed in this correspondence were communicated to Richmond, we would be at once invested with the authority to which your letter refers, two other gentlemen, clothed with full powers, would be immediately sent to Washington, with the view of hastening a consummation so much to be desired and terminating at the earliest possible moment the calamities of war.
We respectfully solicit, through your intervention, a safe conduct to Washington, and thence by any route which may be assigned to Richmond. We would be gratified if Mr. George N. Sanders were embraced in this privilege.
Permit us, in conclusion, to acknowledge our obligations to you for the interest you have manifested in the furtherance of our wishes, and to express the hope that in any event you will afford us the opportunity of tendering them in person before you leave the Falls.
We remain, very respectfully, &c.,
C. C. CLAY, JR., J. P. HOLCOMB.
P.S.—It is proper to add that Mr. Thompson is not here, and has not been staying with us since our sojourn in Canada.
INTERNATIONAL HOTEL, Niagara Falls, N. Y., July 18th, 1864.
Gentlemen,—I have the honor to acknowledge the receipt of yours of this date by the hands of Mr. W. O. Jewett. The state of facts therein presented being materially different from that which was understood to exist by the President when he entrusted me with the safe conduct required, it seems to me, on every account, advisable that I should communicate with him by telegraph, and solicit fresh instructions, which I shall at once proceed to do. I hope to be able to transmit the result this P.M.; at all events I shall do so at the earliest moment.
(Signed,) HORACE GREELY.
Clifton House, Niagara Falls, July 18, 1864.—Horace Greely, Niagara Falls, N. Y.: Sir, We have the honor to acknowledge the receipt of your note of this date by the hands of Mr. Jewett, and will await the future answer which you propose to send to us.
Very respectfully,
C. C. CLAY, J. P. HOLCOMB.
International Hotel, Niagara Falls, N. Y., 19.—Gentlemen,—At a late hour last evening, too late for communication with you, I received a despatch, informing me that further instructions left Washington last evening, which must reach me, if there be no interruption, at noon to-morrow. Should you decide to await their arrival I feel confident that they will enable me to answer definitely your note of yesterday. Regretting a delay which I am sure you will regard as unavoidable on my part. I remain yours truly
H. GREELY.
To the Hon. Messrs. C. C. Clay, and J. P. Holcomb, Clifton House, C. W.
Clifton House, July 19.—Col. Jewett has just handed us your note of this date, in which you state that further instructions from Washington will reach you by noon to-morrow, if there be no interruption. Ours or possibly both of us may be obliged to leave the Falls to-day, but will return in time to receive the communication which you promise to-morrow.
We remain very truly yours,
J. B. HOLCOMB, C. C. CLAY.
To Horace Greely, now at the International Hotel.
Executive Mansion, Washington, July 18.—To whom it may concern. Any proposition which embraces the restoration of peace, the integrity of the whole Union, and the abandonment of slavery, and which comes by and with an authority that can control the armies now at war with the United States, will be read and considered by the Executive Government of the United States, and the bearer or bearers here, shall have safe conduct both ways.
(Signed) A. LINCOLN.
Major Hay would respectfully inquire whether Prof. Holcomb and the gentlemen associated with him desire to send to Washington by Major Hay any messages in reference to the communication delivered to him yesterday, and, in that case, when he may expect to be favored with such messages.
(Signed) INTERNATIONAL HOTEL, Thursday.
Mr. Holcomb presents his compliments to Major Hay, and greatly regrets his return to Washington. The communication which Mr. Holcomb received from him on yesterday to be delivered to the President of the U. S., that communication was accepted as the response to a letter of Messrs. Clay and Holcomb to the Hon. H. Greeley, and to that gentleman no answer has been transmitted.
(Signed) CLIFTON HOUSE, Thursday, July 21, 1864.
The following is a copy of the original letter held by me to deliver to the Hon. Horace Greely, and which duplicate I now furnish to the Associated Press.
(Wm. C. Jewett.
CLIFTON HOUSE, July 21.—Hon. Horace Gree-

ly: Sir,—The paper handed to Mr. Holcomb on yesterday, in your presence, by Major Hay, as an answer to the application in our note of the 18th instant, is couched in the following terms:—
The application to which we refer was elicited by your letter of the 17th inst., in which you inform Mr. J. Thompson and ourselves that you were authorized by the President of the U. S. to give us safe conduct, on the hypothesis that we were duly accredited from Richmond as bearers of propositions looking to the establishment of peace, and desired to visit Washington in fulfilment of this mission. This assertion, to which we then gave and still do give entire credence, was accepted by us as the evidence of an expected, but most gratifying change in the policy of the President, a change which we feel authorized to hope might terminate in the conclusion of a peace mutually just, honorable and advantageous to the North and to the South. Exactng no condition—but that we should be accredited from Richmond as bearers of proposals looking to the establishment of peace—thus proffering a basis for conference as comprehensive as we could desire, it seemed to us that the President had opened a door which had previously been closed against the Confederate States for full interchange of sentiments, free discussion of conflicting opinions, and untrammelled effort to remove all causes of controversy by liberal negotiations. We, indeed, could not claim the benefit of a safe conduct which had been extended to us in a character we had no right to assume, and had never affected to possess; but the uniform declarations of our Executive and Congress, and their thrice repeated and often repulsed attempts to open negotiations, furnished a sufficient pledge that this considerate manifestation on the part of the President of the U. S. would be met by them in temper and equal magnanimity. We had, therefore, no hesitation in declaring that if this correspondence were communicated to the President of the Confederate States, he would promptly embrace the opportunity presented for seeking a peaceful solution of this unhappy strife. We feel confident you must share our profound regret that the spirit which dictated the first step towards peace had not continued to animate the councils of your President. Had the representatives of the government met to consider this question—the most momentous ever submitted to human statesmanship—in a temper of becoming moderation and equity, followed, as their deliberations would have been, by the prayers and benedictions of every patriot and Christian on the habitable globe—who is there so bold as to pronounce that the frightful waste of individual happiness and public property, which is daily saddening the universal heart, might not have been terminated: or if the depletion and carnage of war must still be endured through weary years of blood and suffering, that there might not at least have been infused into its conduct something more of the spirit which softens and partially redeems its brutalities. Instead of the safe conduct which we solicited, and which your first letter gave us every reason to suppose would be extended for the purpose of initiating negotiation, in which neither government would compromise its rights or its dignity, a document has been presented which provokes as much indignation as surprise. It has no feature of resemblance to that which was originally offered, and is unlike any paper which ever before emanated from the constitutional executive of a free people; addressed to whom it may concern, it precludes negotiations, and prescribes, in advance, the terms and conditions of peace. It returns to the original policy of not bargaining, no protection, no truce with rebels, except to bury their dead, until every man laid down his arms, submitted to government, and sued for mercy. What may be the explanation of this sudden change in the views of the President for negotiation, and the withdrawal of a courteous overture to be accepted. This emphatic recall of words of peace just uttered, and fresh blasts of war to the bitter end, we leave for the speculation of those who have means or inclination to penetrate the system of his cabinet, or fashion the caprice of his imperial will. It is enough for us to say that we have no use, whatever, for the paper which has been placed in our hands. We could not transmit it to the President of the Confederate States without offering him an indignity, dishonoring ourselves, and incurring the well-merited scorn of our countrymen. Whilst an ardent desire for peace prevails, the people of the Confederate States are rejoiced to believe that there are few, if any, amongst them who would purchase it at the expense of liberty, honor and self respect. If it can be secured only by their submission to terms of conquest, the generation is yet unborn which will witness its restoration. This correspondence will not, however, we trust prove wholly barren of good results. If there is any citizen of the Confederate States who has long to the hope that peace was possible with the Administration of the Federal Government, it will slip from his eyes the last film of such delusion; if there be any whose hearts have grown faint under the suffering and agony of this bloody struggle, it will inspire them with fresh energy to endure and brave whatever may yet be requisite to preserve themselves and their children, all that gives dignity and value to life, or hope and consolation to death; and if there be any patriots or Christians in your land who shrink appalled from the virtue of private misery and public calamity which stretches before them, we pray that in their bosoms a resolution may be quickened to reclaim the abused authority, and vindicate the outraged civilization of their country. For the solicitude you have manifested to inaugurate a movement which contemplates results the most noble and humane, we return our sincere thanks, and are most respectfully and truly,
Your obedient servants,
C. C. CLAY, J. P. HOLCOMB.
CLIFTON HOUSE, July 20.—To Col. W. Jewett, Cataract House, Niagara Falls: Sir,—We are in receipt of your note advising us of the departure of Hon. Horace Greely from the Falls; that he regrets the sad termination of the initiatory steps taken for peace, in consequence of the change made by the President in his instructions to convey commissioners to Washington for negotiation unconditional; and that Mr. Greely will be pleased to receive any answer we may have to make them, we avail ourselves of this offer to make a letter to Mr. Greely, which you will endorse as by delivering. We cannot take leave of you without expressing our thanks for your courtesy and kind offices, as the intermediaries through whom our correspondence with Mr. Greely has been conducted, and assuring you that we are, very respectfully,
Your obedt. servts.,
C. C. CLAY, JR., JAS. P. HOLCOMB.

PROSPECTUS OF THE "CANADIAN MESSENGER."

Believing that cheap wholesome literature is of primary importance to the well-being of a country, we think an additional effort in that line feasible and desirable.

There is a very considerable amount of matter of a purely religious, temperance, and instructive character, in the *Witness*, and much that is expressly suitable for Mothers, Young Men and Children,—a selection of which, if arranged in a monthly paper like the *American Messenger* or *British Messenger*, would prove as interesting, and probably popular, as those excellent publications. To this matter borrowed from the columns of the *Witness*, will be added articles especially written and selected for the *Canadian Messenger*.

There are in Canada, both East and West, many comparatively new settlements where the pioneers of civilization are waging such a hard contest with the difficulties of their position, that they have little time to read and little money to pay for papers,—and yet it is of great importance to reach, if possible, every family so situated with a family journal, even though it should be only once a month.

Others more favorably circumstanced, who subscribe for one or more papers already, might also be willing to add a very cheap monthly paper to their list; and, if they see fit, give it away when they have perused it. The very best kind of tract for distribution is found to be a good religious paper, which probably contains equal to a dozen of tracts in a form, that is much more likely to secure perusal.

Hoping that ministers and the religious public everywhere, may be willing to aid an effort of this kind,—which is to be carried on in the same catholic evangelical spirit with the widely circulated *Messengers* above mentioned,—the undersigned have concluded to issue from and after 1st July next, a monthly paper, the size of the *Daily Witness*, to be called the *CANADIAN MESSENGER*, at 25 cents per annum, payable in advance. The paper to stop when subscription expires.

As the six months from 1st July to 1st January will be an experiment, we shall only print a limited edition, and subscribers are requested to combine in clubs of eight, remitting one dollar for the eight copies for the half-year. Any one who thinks such an effort desirable, will oblige us by getting up a club of eight, and the papers will either be addressed to him or separately to each subscriber, as he may order. In case they are ordered to one address, we will send nine copies in the parcel. We hope orders will be sent in as soon as possible, that we may know how many to print.

If this effort meet with any fair encouragement, a regular series of the *Messenger* will be commenced on the 1st January next at the price above mentioned.

JOHN DOUGALL & SON,
Montreal Witness Office, Montreal.

TO SUBSCRIBERS.

We have given up the plan of sending separate notices to each subscriber, a fortnight before his time expires, as an expense which we can ill afford; and believing that the numbers attached to the names of subscribers in the address upon their papers, will answer the same purpose. We, therefore, respectfully request subscribers who find the *Messenger* after their names to observe, that their subscription expires with this month; and, that all papers, of which the subscription is not renewed, are necessarily, according to our system, discontinued. They are, therefore, requested to remit in time, and they will confer a great favor by endeavoring each to send another name or two with his own.

THE WITNESS.

MONTREAL, WEDNESDAY, JULY 27, 1864.

NEWS OF THE DAY.

—The official demand said to have been made by Eward, for the surrender of Semmes, proves unfounded.

—Correspondents of New York papers at Hilton Head, report severe fighting on Johnson's Island, in which the Confederates were repulsed on each occasion.

—The contractors for the Atlantic telegraph cable are said to be making very great progress.

—The *Richmond Whig* severely censures the Confederate authorities for replacing Johnson by Hood.

—Gen. McPherson was killed before Atlanta.

—From Europe we have the news that hostilities are to cease in Denmark, pending negotiations for peace.

—Gratton the author is dead.

—Gen. Wilcox has been wounded.

—An engagement between Hunter and the retreating Confederates, was going on on the 23rd.

—The "Yeddo" which was supposed to have been built for the Confederates, has been sold to the Prussians.

—The inhabitants of several Counties in Maryland are panic-stricken in the belief that another Confederate raid is in progress.

—The battle before Atlanta seems to have been a severe one, resulting in great loss on both sides, the principal advantage being with the North. The Federals are said to possess the city.

—A conspiracy extending through the whole of the Mississippi valley has been dis-

covered, having for its object the erection of a powerful North West Confederacy. Vallandigham is said to have some hand in it. Many of the principal men are implicated, and have been arrested.

—We have interesting news from Europe by the "Belgian."

—The "Great Eastern" had reached Sheerness from Liverpool.

—An engagement between the "Kearsarge" and "Florida," off Jersey, is reported, in which the former was disabled and put into Gorey.—The "Florida" is waiting off that harbor to re-engage her as soon as she might come out.

—An attempt has been made to fix a notice of sale on the "Rappahannock" at Calais, she having been condemned for the Captain's debts. The Captain prevented it.

—The Prussians have crossed the Lynn Fiord. Peace is shortly looked for. It is thought that King Christian's proposition includes the transfer of the Danish navy, on condition of his remaining King under German protection.

—It is again distinctly asserted that the King of Denmark has invoked and obtained the intervention of Napoleon.

—Thirty people had been wounded in a steamboat accident on the Soane.

—The late disaster to the British troops in New Zealand is said to have been a disgraceful affair. They were surprised and fled, most of the officers being killed while striving to rally the men.

EDITORIAL ITEMS.

—We are much obliged to the *Picton Times* for voluntarily inserting the prospectus of our *Canadian Messenger*.

—A Temperance Picnic was lately held at Chatham, C.E. It was well attended by the temperance people for miles round. Several ministers were present. A Lachine tavern-keeper gave some annoyance by bringing a barrel of beer on the ground, but he was soon ordered off with his beer.

—The Sabbath Schools of North Gower held a picnic on the 16th inst., at which about 300 persons were present. After a good deal of enjoyment, Mr. Brownlee was called to the chair, and suitable addresses were made to both old and young.

—A "fast" young clerk, employed in a dry goods' store in Detroit, has recently been caught robbing his employers. His plan was to withhold about one-half of the money received for cash sales, and in this way he managed in the course of a few months to steal over a thousand dollars. How many drinking, smoking, fast young men of this city are paying for their pleasures and debaucheries in the same way? Numbers of business houses are paying annually a heavy tax to enable disreputable young men to pursue a life of pleasure and vice.

—There has been a terrible disaster at the Brockley Almshouses, Philadelphia. A portion of the insane were occupying a number of inmates in the ruins. Fifteen persons were killed and about 30 wounded, some seriously. The cause of the accident is said to have been the removal of some portion of the supports to introduce a boiler several years ago, and these supports had not been made good, so that a large chimney-stack was left resting upon about four inches of brick.

—"Manhattan," the New York correspondent of the *London Herald*, died suddenly a few days ago in the former city. He was a secessionist and the author, so says the *Literary Gazette*, of a vile novel of the worst character.

VERDICT OF MANSLAUGHTER AGAINST A MAJOR-GENERAL.—In June last a Lieut. Kettle was detailed to command a party to fire twenty five rounds of shell from the citadel at Devonport into the Sound. In doing so one of the shells struck a boat coming into the harbor, and killed a man. This practice of firing into the Sound has frequently been condemned by the people of Plymouth and Devonport, owing to the number of vessels and boats in the neighborhood, and the consequent risk of accident to life.—At the inquest Major-General Hutchinson and Colonel Shuttleworth were examined, and both testified that they were responsible for the practice, yet it was the duty of the commanding officer of the firing party to determine whether the coast was clear. The Coroner charged against Lieutenant Kettle, but the jury, after two hours' deliberation, brought in a verdict of "manslaughter against Major-General Hutchinson," as his "indifference to the public safety, in our opinion, is the cause of the accident." The Coroner then asked for a verdict upon the point, as to whether Lieut. Kettle exercised such a degree of caution as to render an accident improbable. The jury insisted that the evidence required that they should go further, and fix the responsibility upon those who gave orders which Lieut. Kettle was bound to obey. The jury were again locked up. On the re-opening of the Court they stated that the Coroner's question did not bear upon the case. Again they were locked up, the Coroner appearing to be determined to get the superior officers shielded from blame, but the jury, with true British pluck, adhered to their verdict. For a third time they were locked up, but still adhered to their verdict, that they believed the General to be the primary cause of the death of the man upon whom the inquest had been held, and this verdict the Coroner had at last to receive.

CASH PAYMENTS FOR PRODUCE.

Recent events in this market having demonstrated the impolicy, to say the least, of parting with produce for mere promises to pay, although disguised under the name of "Cash Terms," a meeting of Commission Merchants and Brokers has taken place at the Corn Exchange, for the purpose of making cash terms mean cash, and nothing else.

A year ago, when a similar effort was made, buyers contended for a sufficient time to ship the produce and draw against bill of lading, or to send it to Quebec, and get the money back. Consequently, about three days were allowed for cash terms, which, in some cases extended to six or even ten;—an extension which has been the cause of recent heavy losses. This time, no purchaser contended for any credit whatever, it being deemed a reasonable thing that those who undertake to purchase a cash article, should be prepared to pay the cash for it on delivery, without having to raise the cash out of it. The only difficulty lay in what was to be considered delivery? All were willing to consider the transfer of a bill of lading or warehouse receipt as delivery, it being considered a settled point that these are indefeasible by any seizure that can be laid upon property, but buyers were firm in refusing to consider an order on a forwarder, or a transfer at the Canal or the Sheds as delivery, because so long as not held under a warehouse receipt, or bill of lading, the property might be followed by the actual owner or any person who had advanced money upon it. It was, therefore, agreed that the sellers of cargoes of wheat to shippers should get a transfer of the engagement for freight, put the wheat on board, obtain bill of lading, and transfer it for the cash. In this way it is evident the seller would not lose control of the produce until he obtained payment,—but he may have trouble in other ways,—a subject to which we shall revert shortly. In the case of flour from the sheds, the payment is to be made as soon as delivery is completed. In any case parties may, by special agreement, differ from these rules. The following is the resolution which was adopted.

"That, unless by special agreement in each case, settlement of all transactions in produce be on a prompt cash basis, on completion of delivery of the goods. But that the ownership and control of the goods shall remain with the seller until the cash is paid. The delivery of warehouse receipt,—or of bills of lading by a sea-going vessel,—to be accepted as delivery of the goods."

The above only appeared in a portion of our edition of yesterday week, being intended to appear again on the following day with additional reflections, but it was crowded out, and we have, therefore, reserved the whole for to-day.

Some considerable difficulties occur to us in the proposed arrangement of the shipment being effected by the seller. Let us suppose a case for the sake of illustration:—A vessel is chartered in Britain by A to come to Montreal for wheat, at eight shillings sterling per quarter. When the vessel is ready to take in cargo, A must procure the freight for her, but the current rate is only six shillings per quarter. He therefore, transfers a portion of tonnage to B at that rate. B purchases wheat to fill up this tonnage from C, who ships it, and sends bills of lading to be signed, made out at six shillings, in accordance with B's instructions. But the master refuses to sign, except in accordance with terms of his charter with A, and the shippers can neither get the wheat back, nor the bills of lading, nor of course the money, until A shall satisfy the captain, which he is, perhaps, not able to do. This may be called an extreme case, but a similar one actually occurred last season in this port, when shippers, who had engaged freight from the consignee of a vessel, found their property pounded as soon as it was on board for that consignee's engagements.

Again, in the very improbable case of a vessel being burned, or suffering any accident between the shipment of the wheat and the transfer of the bill of lading, how would it be about insurance? The seller of the wheat who shipped it, would have no insurance upon it when delivered into the ship, and the purchaser, who would, doubtless, have insurance, would have no wheat to claim for until the bill of lading was transferred. In this case it is probable the underwriters would pay the purchaser and he would pay the seller. But suppose there was no insurance and the vessel were burned before transfer of the bill of lading, the purchaser might in that case decline to pay for what had never been transferred to him.

Of course, the risk of any of these difficulties occurring is very small, but so is the risk of a shipper's not paying. We only point them out, that parties concerned may see how almost impossible it is to avoid incurring some risk.

WHO IS RESPONSIBLE FOR THE GRAND TRUNK CATASTROPHE?

The verdict of the jury on the late railroad accident is far from having given general satisfaction to the public, and the case will continue to excite interest and discussion until it has been finally disposed of before the Queen's Bench. The undesired fate of the engine driver Burney cannot fail to excite some indignation against a verdict, which, however honestly or conscientiously it might have been given by the jurors, is, after all, one which, while dealing solely with carelessness, singles out amongst a number of careless men implicated in the accident, the lowest, most helpless and least responsible of all for a victim,

allowing all the rest to withdraw with the infliction of a friendly reprimand which hurts no body.

We have already recorded our conviction, that if there is one man more responsible than another for the terrible accident, it is Conductor Finn, who had the entire responsibility of the train, and the full control of all the agents on board, including the engine-driver. Nothing that has been said or written by the friends of the Grand Trunk, has in any way shown that the driver was responsible for the safety of the train more than the Conductor, or equally with him. And yet Finn is not even named in the verdict, and the only fault found with him by the Jury is, to have started from Richmond without one additional brakeman. That is to say, the Jury found the Conductor in no fault at the time of the accident; the only delinquency with which they charge him happened three hours before and at another place. This is exonerating him to fix all the responsibility on his subaltern—Burney.

A true, impartial and intelligent inquest would have investigated the responsibility of the accident, so as to distinguish primary from secondary causes. The responsibility of the management of the road ought to be well defined, and separated from that of the agents at the time of the accident. It will be found that the accident would never have happened without the antecedent and primary causes, found in bad management and imperfect supervision. It has been abundantly shown that the rules of the road were not enforced. The trains did not stop before crossing the bridge. These omissions failed to be reported. The locomotive foreman in charge of a new and incompetent driver. There were not brakemen enough. The cars were not such as the Company were bound to provide for the emigrants. They were freight cars with temporary seats, which, acting as projectiles, much increased the mortality. The red signal-light was placed on the wrong side of the point of danger. It was not visible from a sufficient distance, because intercepted by trees, which the managers forbid to be cut down. With all these neglects the driver had nothing whatever to do. They were the results of a carelessness antecedent to his, and without which his own would not probably have occurred. There we have the principal, the fundamental carelessness,—the cause, *sine qua non*, of the accident. The chief responsibility rests with the management of the road. This is the simple truth, which cannot be suppressed by all the heartless sophistry of the interested advocates of the powerful corporation who would sacrifice to it a poor ignorant man as a scape-goat.

In reference to that red signal light, we are told that it is visible from a great distance, as it can be seen from St. Hilaire Station. Very true, but what is the use? The Station is a mile off, and after it, the trees conceal the light, or afford only incidental and rapid glimpses of no practical use. When at the Station, the driver is occupied with something else than scanning the distant horizon for stars and lights. We are again told that Mr. Brydges and other leading officers of the road, testify, that when they were on the train, it always stopped before crossing the bridge. Abundant evidence showed, that whenever the chief managers are on a train every thing goes right, and rules are enforced. When they are not there, the infractions become constant and regular, but they are not reported, and the gentlemen in power deplore that they have no way of information.—They have attempted to go over the road *incognito*, but failed. We admit that these gentlemen have been lamentably kept in ignorance as to what occurs on their trains, but think the fault is theirs. They could have examined the reports of inferior agents, sifted and compared them. They could have employed from time to time detective agents to travel from one end of the line to the other and report how the rules were kept. They must be very helpless, and their system must be very defective, if one of their most important rules could be violated systematically for years, and neither Mr. Bailey the Superintendent, nor Mr. Brydges the Manager, know of it.

When we come from the prior and principal causes of the catastrophe to the subsequent and secondary ones; when we consider the action of the agents of the company on the doomed train, we have no hesitation to say, the chief responsibility there rests with the Conductor. It was a great mistake with the jury not to have seen it. Some saw it however, but were probably misled by the false impression that they could not bring a verdict against a man who was dead, and that they must, therefore, find the guilty amongst the living. It was not, however, the interest of the Grand Trunk that the jury should do otherwise. It was bad enough for the credit of the management, that the driver was known to have been newly appointed, unacquainted with the road; in charge for the first time, of a passenger train, and that an unexceptionably large one, while this hazardous apprenticeship was to be inaugurated in a moonless night. Had it been shown that the conductor also had been incompetent or careless, the discredit to the company would have been infinitely greater. Therefore, there was an interest to whitewash the conductor, and to hold him forth as one of the best on the line, loading his sins on poor Burney. Now, the fact is, that the conductor is always responsible for his train, and Finn was doubly so,

since he knew that he had not the ordinary complement of brakemen, and that his driver was entirely new in his business, that against all rules, he had never even driven a freight train previous to being employed on a passenger one. He should have warned Burney about the bridge, he should himself have stopped the train, he should have seen the red light as well as Burney. There is no evidence that he did at the time any part of his duty, but much evidence that he did not.

We have compared this accident with that which occurred recently to a Canadian steamer near Portland, and we said that in Liverpool the verdict went against the captain, and not in the least against the man at the wheel, and that therefore, for the same reasons, the verdict should have exonerated the driver and thrown the blame on the conductor. This the *Gazette* ridicules, stating that according to our theory the verdict should have been found, not against the captain, but against the managers of the steamship Company. Had it been shown that the accident occurred because the captain broke the rules of the company, and that the infraction of these rules was constant, being overlooked by the managers themselves, undoubtedly much of the responsibility would have been transferred from the captain to his superiors, but even then the man at the wheel would have been exonerated.

We insist no more here on the responsibility which attaches to the late Conductor Finn, for we have received from one of his former colleagues, who has had long experience as conductor on the Grand Trunk, a valuable communication which will leave no doubt in the minds of our readers, and which we will publish in a subsequent number. This important witness offered himself and should have been heard before the jury. The public will, however, hear him through our columns.

THE DEFENCE OF CANADA.

We Canadians must have read with some surprise the debates that have recently taken place in the English House of Commons on the subject of our defences, and the comments of the Press thereon. They furnish abundant evidence that Canada is still little understood, even by intelligent and educated Englishmen, and they exhibit a fresh illustration of the old truth that it is possible to talk a great deal of nonsense in a very attractive style, and with an air of wisdom which would deceive everybody but those well acquainted with the subject.

The particular matter which has exercised the feelings of certain English gentlemen at this moment is, that in the event of war breaking out between the United States and Britain, the English forces now in Canada would be totally inadequate to meet the hosts that might be directed against various points of our frontier. These forces, they imagine, would be picked up at the outset, as one paper expresses it, as neatly "as a chess-player takes an unprotected pawn." This idea having taken possession of them, they conceived it to be the duty of the military authorities to concentrate all the troops into one spot, and this a safe one; and as no place is so suitable as Quebec, they proposed that the whole country should be at once abandoned, and the English regiments stationed here and at various points in Upper Canada, moved down to the ancient capital.—Once under the guns of the fortress, which might be strengthened with modern appliances, it is supposed they might smile at an invader, while their English friends and cousins would be spared any anxiety on their behalf.

These notions are so very original, so entirely contrary to common sense, and to all proper notions as to the purpose an army has to serve, that we are at a loss to imagine how they can have met with any serious attention. Silent contempt would have been the fate of such views had they been put forth with reference to any British interest, but as they happen to chime in with the notions still floating about as to the duty of colonies to bear the entire burden of their own defence, they receive serious consideration by the ministry of the day, and are made the subject of sympathising articles in the papers. More than this. We are astonished to see that the English Government, so far fall in with the notion, that they have ordered a concentration of all the troops in Canada to this city and Quebec, apparently intending to abandon Upper Canada altogether. We may be mistaken, but this seems to be the course resolved upon, and if so, we conceive it should not be passed by without remark, if not remonstrance.

In the first place, it seems a novel mode of looking at an army, to consider its first duty to be to take care of itself. Simple people, like ourselves, have generally considered it the business of an army to protect the country; but it seems, according to this novel mode of viewing the subject, that is only a secondary matter.—These British regiments must on no account come to harm,—that is the sentiment of the authorities:—as to what may become of the country, why, that does not seem to be their business. If the safety of the army is the primary consideration; if the lives of British soldiers are too valuable to be lost in defending the British province,—there is a very effectual way of attaining the object, *viz.*, to withdraw the army altogether.

It may be said, however, it is not proposed to abandon Canada altogether, but only to concentrate troops in the two principal cities, *viz.*,

our own and Quebec. Now, however glad we may be of a large concentration of troops here, we would be sorry if this were to be done by abandoning the region from which the chief part of our business is drawn.

There are other considerations, but these are sufficient to show that the alarm which has been got up is without foundation or reason; and we hope that whatever may be done in the way of fortifying strategic points, (to which we can offer no objection,) will be fairly distributed over the whole country, and be so managed as not to promote that hostility, against the effects of which they are intended to guard.

THE PROTESTANT ALLIANCE.

The last report of this Society gives the following information:—Support has been received from a large number of influential persons. The committee had sent a circular to magistrates and others, respecting the Prison Ministers' Act, and the result is satisfactory, as only four counties have appointed Roman Catholic chaplains.

One member of the House, Lord Robt. Cecil, a very talkative and prominent Conservative, was so anxious for the safety of the troops that he could not bear a day's delay. He would have them placed under the shelter of the guns of Quebec at once, as if war had already broken out, and the process of snapping up, before alluded to, was imminent.

We have pointed out already that this plan would leave the whole Western country at the mercy of an invader, while as respects Lower Canada, we do not see how the fortifying of Montreal and Quebec would save even the adjacent counties from devastation, much less the regions beyond.

The truth is, without pretending to be an *fait* in military matters, the whole business seems to have been founded on mistake. That mistake consists in supposing that, in the event of war, the regular troops would be unsupported by the militia force.

As to the general question of the probability of war; that is one, which after the events of the last few years, it would be presumptuous to speculate upon. We may say, however, that many things would conspire to prevent it, just as many things contribute to keep France and England in amity, notwithstanding the elements of discord which are constantly arising.

THE VERDICT ON THE LATE RAILWAY SLAUGHTER—RESPONSIBILITY OF THE CONDUCTOR.

(To the Editor of the Witness.) Sir,—Having served on the central division of the G.T.R. in the capacity of brakeman, baggage-man and conductor, and as such, being well acquainted with the rules and regulations and special orders of the Company, I trust that you will allow me to try and assist you, if possible, in proving that Burney is not the man who should be held responsible for this sad occurrence.

copy of this book, and he must have been well acquainted with the rules contained in it, or else he was not fit to be a conductor.

In the 1st chapter headed "General Regulations," the rule 14th says—"Every employé shall make himself thoroughly acquainted with the rules and regulations of the Company, and shall keep a copy of the same on his person when on duty under a penalty of one dollar."

"RULES FOR THE WORKING OF TRAINS."

No. 12 says—"Conductors alone are held responsible for the movements of trains, and that they are worked in accordance with the regulations." Does this rule need comment? Does it not speak for itself? What would the jury have said, had they been aware of this rule?

Rule 15, in the same chapter, says—"After leaving, and while passing stations, conductors are to stand on the platform of the last car to see if any signals are made."

It has been well proven at the inquest, that Conductor Finn was not on the back of his train, but only the brakeman, who, when he heard the whistle of danger jumped off, instead of applying all the brakes he could. I will tell you, Mr. Editor, and so can any other conductor tell you, that one brake well applied on the van or last car of the train, after steam is shut off and the engine reversed, is sufficient to stop an ordinary train; it has often happened to me either coming in to a station or going down a grade to apply the brake on the van, and the engineer had to whistle the brakes off, so as not to come to a full stop.

Talking about brakes, I will admit that on regular passenger cars I have always found brakes to be in good working order, but not so on freight cars, especially on cattle cars,—I can bring you the testimony of all the conductors I know on the G. T. R., who will testify that out of 10 cattle cars, 9, and sometimes all, have brakes, which are good for nothing. True the company has car inspectors, who examine the cars before they start on every new journey, they examine the bottoms of the cars, sound the wheels and springs, and see that the blocks of the brakes hang well and do not threaten to drop.

I remember it has happened to me more than once when I was a conductor, that on going round my train just before starting, I found the brakes to be in so miserable an order that I had to detain my train and not start until brakes were repaired. If I was allowed to produce the conductors' book, in which every conductor enters his name before leaving for a journey, and where he has to enter the cause of his detention, I could show you opposite my name, and that in more than one instance, "Detained to have brakes repaired." Besides, I never believed my train safe when I had a lot of cattle cars on it. I am sure that all the conductors who pay attention to the way their trains work, will second me in my assertion; and this is the class of cars which composed the emigrant train that went down the bridge.

As to the relative responsibility of the engine-man to the conductor, a fact occurred only 18 months ago, and to which I was an eye-witness, which shows in what light it was seen then by the officers of the Grand Trunk. It was at the station of Gananoque, and a freight train occupied the track when the Montreal passenger train was seen coming at full speed. Signals were made, and seemed not heeded. Great alarm and suspense prevailed. But the train was stopped just in time to prevent an accident. Neither the fireman nor the engine-man had seen the signal of danger. But the conductor, John S. Clarke, had, and he applied the brakes at once. The engine-man was neither dismissed, nor reprimanded, for he had a good excuse. The pumps of his engine did not work well, and unless he had devoted his whole attention to his engine, the train could not have proceeded.

In the chapter of "Orders to Enginemen," the 18th Rule says: "Trains are under the orders of the Conductor to whose instructions as to stopping, starting, &c., &c., the Engineman is to pay implicit attention."

Is there any doubt after this that the driver is not responsible? Now, I come to the chapter on "Conductors." Rule No. 2 says: "After the train is started it is entirely under the control of the Conductor; the passengers are in his charge, and he is responsible for the safety and regularity of his train."

I am not able, and I will not attempt to say anything on this rule. I will leave it to you, Mr. Editor, to do so. I will furnish you with a copy of the Book of Rules and Regulations, so that you may satisfy yourself with the authenticity of my statements. Why was not this book produced at the inquest?

Rule No. 5 says: "The Conductor is responsible for the By-laws and 'special Rules' of the Company being properly enforced while the train is upon the line."

Rule 24, of which there has so much been said at the inquest, is a special rule on the time bill; it says that drivers must stop their engine before crossing the Beloeil bridge, which he did since his engine was found reversed; and admitting he did not see to it, was not Conductor Finn by this rule obliged to see to it himself?

The 7th Rule says: "Every conductor is to observe the strictest attention and obedience to all signals, and auxiliary signals, at crossings, stations, &c." Did not the bridge-keeper make signals to stop? Did conductor Finn attend to that signal? I need not answer: What took place at the bridge is sufficient to show that he did not.

Trunk Railway did not produce these rules; I suppose they thought it their business not to do so. But, what I wonder at is that Mr. Shanly,—who is, I know, well acquainted with these rules,—who must have read them through more than once,—who knew them long before me,—never said a word about them in his testimony before the jury.

Reserving further remarks for another communication, I am truly yours, AN OLD CONDUCTOR.

CITY ITEMS.

From daylight on Saturday to Monday evening, the streets of the city have been pervaded by a smoke of considerable density, entering dwelling houses, and giving to the interior of the large rooms in the public buildings a murky appearance, whilst the prospect along the wharf is thereby confined to a few hundred yards, and the river is completely hidden.

A little boy named Thomas, aged 9, fell from the roof of a two story house at the corner of Nazareth and Wellington streets, Sunday morning, while attempting to pass from the attic window of his father's house to the flat roof of the house adjoining. He died this morning.

ACCIDENT.—A little before noon on Friday, as a log house at some distance from George St. in St. Catherine Street, was being removed on rollers, the end wall fell out, and a portion of the roof and floor descended upon the inmates, one of whom, a man named St. Amour, was killed.

TELEGRAPHIC.—A few days ago nearly 80 tons of telegraph wire arrived here by the new steamer "Thames" from London. This wire is a portion of that which is being provided for the contemplated line of telegraph between Fort Garry on the Red River and the Pacific.

MAN KILLED ON THE LACHINE RAILWAY TRACK ON FRIDAY.—INQUEST.—At about a quarter past 7 o'clock this morning, a person named Henry Frederick Augustus MacArthur, forty-five years of age, was killed, by coming in contact with the Express train, No. 2, on the Lachine Railway track, between Seigneur and Canning Streets. The deceased is a relative of Mr. Learmont, grocer, McGill Street, and formerly resided at St. Andrews, and residing in St. Elizabeth Street. About a fortnight ago they returned to St. Andrews, and the deceased was this morning going to follow them thither. He, for that purpose, left Mrs. Armstrong's, his sister-in-law's, house, this morning at half-past five o'clock, having partaken of nothing more than a pint of beef tea.

He was next seen, according to the evidence given at the inquest, held at the Chaboillez Square Police Station, with his hand raised and his cane in it, and his head bent downwards, running along the track, between the streets above mentioned, and in a direction from the Bonaventure Station, towards which the express train, consisting of engine and tender and five cars, were backing, at the rate of 8 or 10 miles an hour, in order to take up passengers. The shunter of the train, Philbert Brunette, stated at the inquest he was at the time on the platform of the engine, when he saw deceased coming up the track. He was then thirty or forty yards off, and Philbert heard a long whistle, then other whistles, and the bell was rung. The conductor and witness both called out; the bell-cord was pulled at the same time, and the brakes behind applied; but, it was stated by Philbert, had the train been running at only three miles an hour, and a man also running to approach it, it could not have been stopped in time to avoid a collision. A person who, along with his son, was coming down Seigneur Street on a cart at the time, gave evidence to the effect that he saw a man running on the track in the manner already described, and that the engine whistle was immediately sounded. Be this as it may, MacArthur was struck by the train and knocked down, his head and face cut, and the whole passed over him, crushing the left foot, and cutting off the toes and fore part of the right one, killing him instantly. The body was taken to the Chaboillez Square Police Station, and at eleven o'clock a jury held an enquiry as to the cause of death, resulting in a verdict of "death by accident or misadventure," and specially exonerating the persons employed upon the train of all culpability, blame and negligence.

COMMERCIAL.

The authorized discount on American Invoices is 60 per cent. dis., at the Custom-Houses here, for the week ending 30th Inst.

NEW YORK, July 26.—A dispatch by Vermont and Boston Line, from N.Y., at 11 a.m., quotes: Sterling Exchange, 250 to 281; Gold, 258. Market steady.

PRICES CURRENT OF LEATHER.

Table listing various types of leather and their prices, including Hemlock Spanish Sole No. 1, Hemlock Spanish Sole No. 2, Hemlock Slaughter, Waxed Upper, light and medium, Grained do., Split do., City Slaughter, ex. quality (whole), Do. ordinary, Do. Patinas, Half-Skin, Harness, Buffalo Cow, Emalmed Cow, Patent Cow, and Pebbled Cow.

TANNING MATERIAL.

Table listing tanning materials and their prices, including Palermo Sumac, Spanish Sole, Slaughter Sole, and Harness Leather.

and medium are in better request, and not much of them in market.

Grained Upper comes forward in small quantities, and has a limited call.

Waxed Calfskins.—The inquiry is steady and active, and sells readily on arrival at full prices.

Buffed Cow.—The demand is small, and prices are weak.

Emalmed and Patent Cow are dull of sale, and stocks are fully sufficient to supply the demand.

Split.—Sales are restricted and prices lower.

JOHN DOUGALL, COMMISSION MERCHANT, 270 St. Paul Street.

REPORT OF MONTREAL STOCK MARKET.

(From the Montreal Herald, 26th.) Monday, 12.30 p.m., July 25, 1864.

Table showing stock market prices for various items including Bank of Montreal, Bank of N. A., Bank of P. C., Bank of T. C., Bank of U. C., Bank of V. C., Bank of W. C., Bank of X. C., Bank of Y. C., Bank of Z. C., Bank of A. C., Bank of B. C., Bank of C. C., Bank of D. C., Bank of E. C., Bank of F. C., Bank of G. C., Bank of H. C., Bank of I. C., Bank of J. C., Bank of K. C., Bank of L. C., Bank of M. C., Bank of N. C., Bank of O. C., Bank of P. C., Bank of Q. C., Bank of R. C., Bank of S. C., Bank of T. C., Bank of U. C., Bank of V. C., Bank of W. C., Bank of X. C., Bank of Y. C., Bank of Z. C., Bank of A. C., Bank of B. C., Bank of C. C., Bank of D. C., Bank of E. C., Bank of F. C., Bank of G. C., Bank of H. C., Bank of I. C., Bank of J. C., Bank of K. C., Bank of L. C., Bank of M. C., Bank of N. C., Bank of O. C., Bank of P. C., Bank of Q. C., Bank of R. C., Bank of S. C., Bank of T. C., Bank of U. C., Bank of V. C., Bank of W. C., Bank of X. C., Bank of Y. C., Bank of Z. 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Family Reading.

[For the "Witness."

DEATH WITHOUT A STING.

I have been at my father's dying bed: He was a man of faith, and long had led A life of love and service to his God; And so when through the vale of death he trod, We saw the promise for that hour fulfilled In his dear soul with beams of glory thrilled.

"Read from the Holy Book and pray," he said; And of the crystal stream of life, I read, And of the tree that yields perennial fruit And healing leaves, whose everlasting root Is watered by the fountain of the throne Of Him whom all the blessed Saviour own.

But when we knelt to pray, I knew not what To ask; for seemingly he needed not One blessing more than was already come Within his grasp; and so with spirit dumb I only could beseech his armour might Be ours who still life's battles have to fight.

No sense of sorrow did we know; not e'en Had she whose heart was clasped in his pain But it was bliss to feel; a thought of loss We would not have repaid could scarcely cross Our minds amid a scene so full of Heaven As then to our enraptured sight was given.

His bark had reached at last the happy shore, And strife of faith and hope with storms was o'er; The eager runner for the crown had rest, And felt the winner's richness in his breast; Oh, could we wish him back in toil and pain, When to him had brought such boundless gain?

Our hearts are peaceful as the grave where sleeps His form beloved, and only memory weeps; His spirit holds communion with us still, We feel, and to life's latest moment will; And deep within our souls the longing is, By prayer and work to make our end like his. J. M. S.

TO MRS. ROSA HOPPIN JONES, CONCERNING HER DISLIKE OF ROUTINE AND HER DESIRE FOR CHANGE AND AMUSEMENT.

There are some women in the world—and you seem to be one of them—who never heartily, and with devoted purpose, enter upon the work of life. You do what you are compelled to do by circumstances. If circumstances should compel you to do nothing, you would do nothing. All work is an interference with your favorite pursuits, or your mode of spending time. Nothing would be more agreeable to you than to have the privilege of going, and gadding, and seeking for fresh amusements all your life. You certainly must recognize a difference between yourself and many estimable women of your acquaintance. You know many women who, from choice, and on their own individual responsibility, have undertaken a life-long task to which they cheerfully and systematically devote their powers. They keep their houses, and understand the minutest affairs connected with them. They devote themselves to the right training, in body, mind, and morals, of the little ones born of them. In society, they are the reliable ones—the women of character and consideration. They are women who use time for good ends, outside of themselves, and who take delight in action—in the useful employment of their powers. You must, I repeat, recognize a difference between yourself and these women. They have their life in exertion; you have yours in amusement. You exercise no power, but find your sweetest satisfaction in the varied impressions that are made upon your sensibilities.

There is another class of women from whom you must find yourself differing very appreciably. I allude to those whose greatest delight is in opportunities for culture. If you read a book, you read it for the same purpose that a child reads. You read only for amusement. You never read for instruction. The idea of taking up a book for the purpose of study, is one that never occurs to you; and you have no delight in a book that taxes your mind. Whatever you read must amuse you—interest you—absorb you—or you lay it down and call it stupid. There is no culture in such reading as this. There is only dissipation. You read a book for the same purpose that you attend a theatre, or engage in a frolic—for the simple purpose of having your emotional nature excited, and your sensibilities played upon. You never seek for mental nourishment or mental exercise anywhere. Thus, though you read a great deal, and really enjoy some works that are enjoyable by sensible people, you gain nothing. You read for momentary excitement, and win nothing of permanent use.—You cannot weigh a book. You cannot even talk about a book, further than to say, that you like it, or dislike it. The philosophy or lesson of a novel or a poem is never grasped by you; and every book you read is to you just what Mother Goose's Melodies are to the child, and no more.

You must also perceive a difference between yourself and those who love society for society's sake. There are many women who love society because of the mental stimulus it brings them—because, in the presence of intelligent and sprightly men and women, they feel themselves brightened and strengthened, and because they find in such society the most grateful opportunity to act upon others.—They are talking people who think before talking, and who think while they talk. I have noticed that while you are exceedingly fond of society, you always shun these people. You can talk nonsense, after a fashion, but your special delight is in hearing other people talk nonsense; and the man or woman in society who says the drollest things, and "runs on" in the wildest way, and does the most to amuse you and to relieve you from the necessity of either thinking or talking, is the one who monopolizes your attention. If you have any special horror, it attaches to being cornered with a sensible man or woman, and being expected to talk sense with them. You see, therefore, that you do not go into society with anything in your hand to pay for what you receive, except your agreeable person, your willing ears, and your ready and

complimentary laugh. These make you popular enough; but are you not just a little ashamed to think that your love of society would be destroyed if you could find in society none but those who have brains and a disposition to use them in sensible talk?—Are you not ashamed that the clever buffoon of a company interests you most, and helps you most to what you call "a good time."

You must also perceive that you are very different from those women to whom home is the sweetest spot on earth. I know many women who have become so much enamoured of home, that they will never leave it willingly. They never go into society without a sense of sacrifice. They cling to home as if they had grown to it—as if every tendril of their heart-life had wound itself around its pleasant things, and could only be dislocated by violence. This love of home and this self-confinement to its walls and its duties may become, and often does become, an intensely morbid passion of the soul—just as much to be deprecated as an unhealthy love of change—but you cannot but feel that supreme love of home and devotion to its duties are very lovely, and that the best women you know entertain this love and this devotion far beyond yourself. Your home is not your refuge, so much as the home of your neighbor is. When you wish to be happy; when you feel the need of some soothing and comforting influence, you do not draw the curtains of your home about you, and draw the loved ones of home closer to your heart, but you rush for the house of a neighbor that you may forget your troubles in the diversions of lively society. Your life is not at home. Home is mainly your boarding-place; and if there were no such thing as "visiting" to be done, you would feel life to be shorn of most of its attraction. In short, you are never so much at home as you are when you are not at home. You are affected by a chronic mental uneasiness which prevents you from remaining long in any place; especially in any place to which a duty holds you.

"I have thus endeavored to reveal you to yourself, by calling your attention to the contrast which you—consciously, I must believe—present to four different classes of women worthy to be respected and loved, namely: to those who, by definite purpose, have devoted themselves to a life of active duty at home and in society; to those whose satisfactions are found in culture and its opportunities; to those who love society for the mental stimulus and strength it imparts, and to those who are supremely in love with home and its quiet enjoyments. To one of these four classes, or to sundry or all of them combined, you must know that the best women of this world belong; and I believe that you have sense enough to understand, and sensibility enough to feel that you are not one of this number.—Timothy Titcomb's Letters to the Joneses.

A PRESBYTERIAN PRAYER BOOK.

In the various branches of the Presbyterian Church, in this country and in Scotland, there has long prevailed an impression that the use of a prayer book is one of the infallible signs of prelacy and popery. This impression would be removed if the history of the Book of Common Prayer were better known, and the practice of the Reformed Churches in earlier days.

The Rev. Charles W. Shields, D.D., pastor of a Presbyterian church in Philadelphia has prepared a volume which the Martiens have just published, containing the Book of Common Prayer as amended by the Westminster Divines in the Royal Commission of 1661, and in agreement with the Directory for Public Worship of the Presbyterian Church in the United States.

In this volume the Editor gives a remarkable history of the Book of Common Prayer, and the relations which the Presbyterians and other non-Conformists sustained to it in early days. While the Church of Scotland differed from the Church of England in having been reformed from Popery by presbyters rather than by prelates, it agreed with it and with all the Reformed Churches in adhering both to the principle and the use of a liturgy. The "Book of Common Prayer" was, at one time, in use in many Presbyterian parishes, and the "Book of Common Order," at length adopted by the General Assembly, had some things in common with the Prayer Book, as will appear on comparing them. And the first proposals to introduce the English liturgy into Scotland were so favorably entertained by the General Assembly that under its sanction a Prayer Book, substantially agreeing with that of the Church of England was prepared, though never actually adopted. The rise of the High Church party in England under Laud, whose memory some recent attempts have been made to rescue from infamy, soon drove the non-Conformists into hopeless antagonism, and the "Solemn League and Covenant" followed (1643) in a storm that swept every remnant of Episcopacy out of Scotland. The Scotch Covenanters, in league with the Puritans, defeated the Prelatical party in the field, and obtained in Parliament the Convocation at Westminster Catechisms and Directory of Public Worship. This Directory had a short life in the Church of England. The Presbyterians were soon put down by the Independents, and the Parliament, after the reestablishment of the monarchy seemed for a time to incline to Presbytery as a safe mean between prelacy and independency.—In the deputation which recalled Charles II. to the throne were such leading Presbyterian divines as Drs. Reynolds, Bates, Calamy, and Baxter, who presented an address to the King, in which they said: "We are satisfied in our judgments concerning the lawfulness of a liturgy, or Form of Public Worship, provided that it be for the matter agreeable unto the Word of God and fitly suited to the nature of the several ordinances and necessities of the Church." But there were many things in the Prayer Book to which they objected, and they asked the King to appoint "some learned, godly and moderate divines

of both persuasions" to compile a form or to revise and reform the old. Such a Commission was appointed, but it soon broke up, the Presbyterians withdrawing and making an appeal to Parliament. But times had now changed. The use of the old Prayer Book was made compulsory by the "Act of Uniformity," and then followed the ejection of 2,000 Presbyterian ministers, who could not, in conscience, comply with its terms. Episcopacy has been the dominant Church power in England ever since.—N. Y. Observer.

SABBATH OBSERVANCE IN CONGRESS.

The N. Y. Methodist is led to some wholesome remarks touching "The Sabbath Day in Congress," by the recent proceedings in that body respecting the street-cars between Washington and Georgetown:

A few days ago the Hon. Mr. Price, of Iowa, made an effort for the repeal of the obnoxious feature of the bill. He offered the following resolution:

Whereas, it is and ever has been admitted since the formation of our government, that the prosperity of this nation depended upon, and was attributable to, our recognition and observance of the laws of God and the consequent protection of an all-wise Providence; and whereas, the recent act of Congress compelling the railroad company to run their street-cars in this city on the Sabbath is in direct contravention of the divine law and inconsistent with our professions as a Christian nation; therefore,

Resolved.—That the Judiciary Committee be instructed to report a bill repealing the law compelling the running of cars in the streets of this city on the Sabbath.

This preamble and resolution are so bold and frank, so outspokenly Christian, so marked by Christian insight into the dangers and needs of the time, that we feel called on, as Christian journalists, to present to Mr. Price our warmest and sincerest thanks. It was laid on the table, on the motion of Mr. Cox, who rejoices in the soubriquet of "Sunset," by a vote of 35 to 60.

In the Senate the Christian Sabbath met with a better treatment. The House bill when it came before the Senate had been already amended so as to "permit" instead of "require" the corporation to run their cars on Sunday. Mr. Willey moved to amend the amended bill by striking out the clause relating to the running of the cars on the Sabbath. On this there arose quite an animated, not to say unique, debate.—Mr. Willey's speech was a decidedly religious one, and yet utterly devoid of cant. It was simple, direct, Christian; and we have no doubt that many a senator, as he heard it, felt that such words of Christian wisdom and fidelity could only have come from a soul fully at rest in its Christian convictions. Mr. Grimes, of Iowa, took the opposite view, and even went so far as to venture the opinion that God could be worshipped as well by a trip on the Sunday cars out to the "green trees and the green fields" as in the hot city in the Churches. Sunday "recreation" was as good, he thought, as Sunday worship.

Mr. Johnson, of Maryland, was much of the same mind, only that, to his thinking, the "company" wanted the privilege of carrying people over the "magnificent distances" to Church. Did Mr. Johnson know the value of his own argument? Did he know that almost every regular attendant upon Church service earnestly opposes the Sunday cars? He ought to have known it. Nothing is more certain. Mr. Hale, of New Hampshire, took sides with the Sabbath and with Mr. Willey, and declared that as far as he was concerned, or his vote, New England should not appear before the country in the light of forcing Sabbath desecration upon the city of Washington. Mr. Hale congratulated Mr. Willey on his speech, and said that it was "the first speech he had ever heard on the floor of the Senate, in which the law of God and the obligations of Christian morality were openly, boldly, and without equivocation or apology, recognized as binding upon a man in his legislative capacity." This was high and well merited praise to Mr. Willey, as a Christian Senator, and to the same extent a reproach to the Senate of the United States.

HOW WE MAY DRINK TO THE GLORY OF GOD.

A great drunkard in the highlands of Inverness-shire was led to attend a lecture on temperance. He was induced to become a member of a temperance society. For months the craving of his appetite for strong drink was excessive, but, true to his resolution, he set his face like a flint against every temptation. The marsh of his heart being thus drained of one poison, he next received the seed of the word into its soil. It was hid there until quickened by the Sun of righteousness, and nourished by the rains and dews of the Spirit, when it brought forth fruit in Christian life and character. Having no settled occupation, he yet could not be idle, and having, by the help of a few friends, managed to stock a little box with trinkets and other cheap ware, he set out as a peddler. In the course of his peregrinations he found himself at Balmoral, and thinking that if he could get the patronage of the Queen it would help him greatly, he resolved to make the attempt. There was something in his look and manner which at once commended him to the favor of some of the household officials who had it in their power to put him under the notice of the Earl of Carlisle, then attending the court as a minister of state. The noble earl, with his usual frankness and goodness of heart, sympathized with Donald, and promised to recommend his case to the Queen. When her Majesty came to know it, Donald was commanded to appear in the royal presence, and met with a most gracious reception. Not only did the Queen purchase of his wares, but gave him permission to wear the royal arms as the Queen's peddler, and sent Donald away with a lighter heart and a heavier purse than he had when he entered the royal chamber.—On leaving, the Earl of Carlisle took him to

his room, and there Donald was presented with a glass of wine with which to drink the Queen's health. Looking at it, he felt at first a kind of trembling, but then lifting his heart in prayer for divine aid, he said: "Your lordship will excuse me; I cannot drink the Queen's health in wine, but I will drink it in water." The noble earl asked his reasons. "My lord," said Donald, "I was a drunkard. I became an abstainer, and I trust, by God's grace, I have become a Christian; but I know that if I were to taste intoxicating drink it would at once revive an appetite which is not dead, but dying, and I should most likely go the whole length of the drunkard again. God has only promised to support me in the path of duty, and that path, in my case, is plainly to abstain." The noble lord at once commended Donald for his frankness and honesty, and in taking leave assured him that it would afford her Majesty the highest satisfaction to know that she had among her loyal and devoted subjects one who, in the midst of such strong temptations, could maintain his principles with integrity and honor. Donald left rejoicing to think that he had been enabled to drink to the glory of God.—Rev. J. H. Wilson.

THE TWO PATHS.

BY SAMUEL W. FISHER.

There are two paths which open before the young man as he enters upon the perilous responsibilities of life, and, leaving the roof of his parents, commences a course of independent action. The one is the path of self-indulgence, in which the earthly passions seek the fullest gratification; in which the sight of the eyes inflames the native desires of the heart, and the pleasures and thrones of time are the visions that bound the efforts and the hopes of his soul. It is the broad, the beaten, the flowery path along which, by a natural proclivity, men love to walk. And it is a peculiar characteristic of it that its windings are all among the scenes of time, and that no man who is walking upon it can well see the end toward which it is leading him. There is so much of the illusive mist resting upon it ahead, and it turns often so suddenly, that those who travel it never know into what scenes, or face to face with what terrors it may not suddenly conduct them. But at length, when the man has travelled all the way, he finds that it has an end—an end at which the bright and the beautiful disappear; at which the gorgeous visions vanish, the music and the revelry cease, and the light that has played about the objects on either side, departs. Then cometh the future for which the soul is unprepared, terrible as the grave, and fearful as the judgment, a future which has been sedulously concealed from the eye, and never suffered to affect the heart, or mould the spirit into a fitting state for the life beyond. This is one path in which young men are invited to walk.

The other is narrow, and straight, and well defined by the commandments of the Lord. It is ascending, and so open that even from its very commencement a youth may see just where it ends, and keep that end in view. Indeed, he cannot well walk in this path without constantly seeing before him the magnificent and glorious conclusion. It is remarkable, too, that this path is higher than the first; so elevated that he who walks in this way can always look down upon the other, and see at its end the thunderings and lightnings which envelop the miserable souls who, seduced by pleasure and the love of earth, have blindly walked in it towards their doom. This narrow path hath its crosses and its trials, and although at first it looks forbidding, yet no sooner is it entered upon than that which seemed formidable ceases to awaken fear, and the traveller finds his yoke easy and his burden light.

HINDOO DEVOTEES.

The Faquirs of the Senessee tribe are a set of mendicant philosophers, who travel all over Hindostan, and live on the charity of other castes of Hindoos. They imagine that the expiation of their own sins, and sometimes those of others, consists in the most rigorous penances and mortifications. Some of them enter into the most solemn vow to continue for life in one unvaried position; others undertake to carry a cumbersome load, or drag a heavy chain; some crawl on their hands and knees, for years, around an extensive empire; others roll their bodies on the earth, from the shores of the Indus to the banks of the Ganges, and in that humiliating position collect money to enable them either to build a temple, to dig a well, or to atone for some particular sin; some swing during their whole life, in this torrid clime, before a slow fire; others suspend themselves, with their heads downward, for a certain time over the fiercest flames. I have seen a man who had made a vow to hold up his arms in a perpendicular manner above his head, and never to suspend them; but he at length totally lost the power of moving them. He was one of the Gymnosophists, who wear no kind of covering, and seemed more like a wild beast than a man; his arms, from having been so long in one posture, were become withered and dried up, while his outstretched fingers, with long nails of twenty years' growth, had the appearance of extraordinary horns; his hair, full of dust, and never combed, hung over him in a savage manner; and except in his erect position, there appeared nothing human about him. This man was travelling through Hindostan, and being unable to help himself with food, women of distinction among the Hindoos contended for the honour of feeding this holy person wherever he appeared. I saw another of the devotees who was one of the phalli worshippers of Sira, and who, not content with wearing or adorning the symbol of that deity, had made a vow to fix every year a large iron ring into the most tender part of his body, and thence to suspend a heavy chain, many yards long, to drag on the ground. I saw this extraordinary sage, in the seventh year of his penance, when he had

just put in the seventh ring; and the wound was then so tender that he was obliged to carry the chain upon his shoulder until the orifice became more callous. I could recite many other facts, with a variety of superstitious as well as indecent rites and painful ceremonies, which these mistaken votaries practise, in hopes of appeasing the deity.—Such austerities ought to make us more highly prize the pure and holy tenets of the Christian religion; and should fill our hearts with love and gratitude to Him who brought life and immortality to light through the gospel; and offered himself as an all-sufficient atonement for the sins of a fallen world.—Miss Corner's India.

ACCUSTOMED TO IT.

"I do not miss going to church as much as you may suppose, nor as much as I expected to," writes one who had removed to a new settlement where sanctuary privileges were not enjoyed; "I am getting quite accustomed to it."

Alas, for the spiritual condition of one who has become accustomed to doing without these ordinances, and who has learned not to miss them!

And yet is it not quite a common thing for even professors of religion, who remove to our new states and territories? There is too much foundation for the scoffer's assertion that "when a man crosses the Mississippi River he leaves his religion on this side of it." There are noble exceptions, it is true, but far too many give way before the new temptations that beset them in the land of strangers. We were sometimes surprised, after living for months beside some neighbor, to find that in the old home land he was a professor of religion. One of the first temptations, perhaps, which the Christian head of a household meets with, is that of neglecting family prayer. The hurry of getting settled, the hundred pressing duties which seem all to come upon him at the same moment, the want of convenient seclusion in the rude pioneer dwelling, all conspire to make him omit the customary duty, "for this one morning." But, alas, it is like the letting in of waters. That one morning's neglect paves the way for many, many succeeding ones, until the children of the household come to look upon it as a thing of the past, or as only to be expected on Sabbath mornings, when it seems most tedious and irksome.—S. S. Times.

CORRECT SPEAKING.—We advise all young people to acquire in early life the habit of using good language both in speaking and writing, and to abandon as early as possible the use of slang words and phrases. The longer they live the more difficult the acquisition of good language will be; and if the golden age of youth—the proper season for the acquisition of language—be passed in its abuse, the unfortunate victim of neglected education is very probably doomed to talk slang for life. Money is not necessary to procure this education. Every man has it in his power. He has merely to use the language which he reads instead of slang, to form his taste from the best speakers and poets of the country, to treasure up choice phrases in his memory, and habituate himself to their use, avoiding at the same time that pedantic precision and bombast which show the weakness of vain ambition rather than the polish of an educated mind.

DISCONTENT.—Herodotus tells us of a people in Africa, who lived in the neighbourhood of Mount Atlas, whose daily custom was to curse the sun, when he rises high in the heavens, because his excessive heat scorched and tormented them. We have always thought this a fine illustration of discontent, which overlooks blessings and dwells upon evils.—Did they forget that to the sun they cursed they were indebted for light, for food, for the fertility of the country, for ten thousand blessings, without which their continued existence had been impossible? Did they think what their condition would have been, had the sun they cursed left the ungrateful complainers for a month in darkness? His absence for but half that time would have made them pray for his return as their benefactor, as heartily even as they cursed him for their tormentor.—Family Treasury.

COLOURS.—Colours are emblems as well as flowers. In very early art colours were used in a symbolical and mystic sense. White was the emblem of light, religious purity, innocence, virginity, faith, joy, and life; in the judge it indicated integrity; in the rich man, humility; in the woman, chastity. Red the ruby, signifies fire, divine love, heat, or the creative power, and royalty. White and red roses expressed love and innocence, or love and wisdom, as in the garlands with which the angels crowned St. Cecilia. In a bad sense, red signified blood, war, hatred, and punishment. Red and black combined were the colours of purgatory and the devil.—Blue, or the sapphire, expressed heaven, the firmament, truth, constancy, fidelity.—Yellow, or gold, was the symbol of the sun, or initiation, of marriage faith, of fruitfulness. In a bad sense, yellow signifies inconstancy, jealousy, deceit. Green, the emerald, is the colour of spring, of hope, particularly of hope in immortality, and of victory, as the colour of the palm and the laurel. Violet, the amethyst, signified love and truth, or passion and suffering.

A very talkative little girl used often to annoy her mother by making remarks about the visitors that came to the house. On one occasion a gentleman was expected whose nose had been flattened nearly to his face. The mother cautioned her child particularly to say nothing about this feature. Imagine her consternation when the little one exclaimed, "Ma, you told me not to say anything about Mr. Smith's nose; why he hasn't got any!"

Women are said to have stronger attachments than men. It is not so. A man is often attached to an old hat; but did you ever know of a woman having an attachment for an old bonnet? Echo answers, "Never!"

Miscellany.

THE METALS OF THE FUTURE.

On the evening of Friday, May 6, the lecture theatre of the Royal Institution was the scene of a most striking and memorable incident. The lecturer of the evening was Professor Roscoe; his subject, "The New Metal Indium, and Recent Researches in Spectral Analysis." After relating the very few particulars at present ascertained respecting the very rare metal—the latest discovered and as yet least known—of all the elements—which thus formed the primary subject of his discourse, and then exhibiting its beautiful spectrum, and also the spectra of the three other recently discovered metals, cesium, rubidium, and thallium—for our knowledge of the existence of which we are indebted to spectral analysis, the lecturer directed the attention of his audience to the metal magnesium, of which some magnificent specimens were on the table before him, one of them weighing not less than two pounds and a-half. By way of crowning illustration of the remarkable properties of the beautiful light produced by the combustion of metallic magnesium, he wound up a series of most brilliant experiments by taking, by its means within a couple of hours of midnight, in face of the whole audience, a photographic portrait of Professor Faraday. This portrait was then thrown on the screen, that all might see it, and certainly no sun-picture was ever more perfect.

It was in the very building in which this remarkable experiment was performed last Friday evening week that magnesium was first seen by human eyes, little more than an ordinary lifetime ago. He who first saw it was Mr. Faraday's great predecessor, Sir Humphry Davy. Until the year 1807 no one had suspected that either the alkalis or the earths were other than "simple," or "elementary," undecomposable substances; but in that year Sir Humphry Davy took the first step into a new world, teeming with materials for new arts, by the discovery of the true constitution of soda and potash. Having found that those alkalis are really oxides of metallic bases, compounds of oxygen with the metals sodium and potassium, he was led to conceive that the earths, lime, magnesia, baryta, strontia, and alumina, and also silica, which he classed with the earths, were probably similarly constituted. He soon established that they are so. In the following year, 1808, he succeeded in eliminating from lime, magnesia, baryta, and strontia, their metallic bases, calcium, magnesium, barium, and strontium; and although he was not quite so successful as regards alumina and silica, he yet demonstrated conclusively that they also are oxides.

Of the oxides above enumerated, four—namely, lime, alumina, magnesia, and silica—make up at least four-fifths (probably more) of the earth's crust. Sir Humphry Davy regarded the base of silica as metallic, and accordingly named it silicium; but modern chemists consider it as resembling carbon and boron rather than the metals, and therefore prefer to call it silicon. The bases of lime, alumina, and magnesia, however, are undoubtedly metallic, and it is to their bases, the metals calcium, aluminium, and magnesium, that we venture to apply the designation, "The Metals of the Future." Each of these metals exists in immensely greater abundance than either gold, silver, copper, iron, lead, tin, or zinc, or indeed than all the familiarly known metals put together; and as it seems to be a law of the universe that, in proportion to the abundance in which things exist, so have they great and important uses in every form in which they are capable of remaining permanently. We cannot doubt that the extraction of these metals, and their preparation for purposes of manufacture, are destined yet to become, and perhaps before very long, among the most widely practised of metallurgical processes.

The first of these metals to be brought into commerce was aluminium. Proved to exist by Davy in 1808, but first actually obtained by Wohler in 1827, down to 1851 aluminium had been obtained only in exceedingly minute quantity, and only in the form of a "gray powder." The first compact piece, weighing more than a few grains, ever produced, was exhibited in the French Department of the Hyde Park International Exhibition. By 1854 Sainte-claire Deville had shown how it could be produced in almost any quantity, and soon the production of aluminium, which had hitherto been confined to the laboratories of the most expert of the brotherhood of chemists, began to take rank among the industrial arts. At the end of 1854 the selling price of aluminium was still at the rate of £55 per pound, but in 1858 its price was reduced to £5 per pound. In 1860 the manufacture of this metal, under Deville's patents, was undertaken in this country by Messrs. Bell, Bros., of Newcastle-on-Tyne, who now produce it in considerable quantity, and are at present selling it at about £3 per pound. As yet, it has been applied to scarcely any but ornamental purposes, and to these chiefly in its alloys with copper, known as "Aluminium Bronze." Of these alloys of aluminium and copper there are three in use, containing, respectively, 5, 7.5, and 10 per cent. of aluminium, and selling at 4s 6d, 5s 6d and 6s 6d per pound. These alloys are "so like gold as scarcely to be distinguishable therefrom, with the additional valuable property of being as hard as iron," and they are being very largely used, instead of gold, for watch-cases, watch-cases, pen-cases and trinkets, generally, and also for articles of ornament for the table. Aluminium by itself has as yet been used only in the construction of mathematical instruments, and as material for the delicate weights of chemists' balances, and also for statuettes and other small works of art produced by casting. Except for its dull color and inferior luster—which, however, are probably due in part to impurities contained in the metal as at present produced, so that we may expect that a metal much richer in color and luster will be obtained when the metallurgy of aluminium shall have arrived at greater perfection—aluminium would be especially suited for applications of the latter kind, since "it requires a much less intense heat than silver for melting, and when melted solidifies much more slowly, and is therefore particularly well adapted for castings that require to be executed with great delicacy."—Considering how short a time has elapsed since the art of eliminating aluminium from its compounds had its birth, the present selling price of the metal is marvelously low; but at the same time it no doubt greatly restricts the use of the metal. While its present price continues, aluminium will probably be confined to such applications as those mentioned above; but at the reduced cost which is sure to be the result of improved processes of production the area of its applications will doubtless be very widely extend-

ed. Its lightness (its specific gravity being only 2.58, or about one-fourth of that of silver and about one-third of that of iron); its greater freedom, as compared with commoner metals, from liability to discolor or oxidise by exposure to the atmosphere; its sonorosity, "greatly exceeding that of silver as regards clearness;" its non-liability to be acted upon by any of the elements of ordinary foods, and the non-poisonous nature of its salts—negative qualities eminently fitting it for use as a material for vessels and utensils to be used for culinary purposes; and, finally, the great tenacity* and malleability of many of its alloys and the exceeding hardness of others—these are properties which are certain to secure for aluminium, whenever its price shall permit, applications quite as numerous and as extensive as those of any metal at present in ordinary use.

Another of these metals, magnesium, the base of the earth magnesia, is now being "brought from the laboratory into the workshop of the artisan." Three years ago, all the chemists who had ever obtained magnesium at all had probably not obtained an ounce among them, and only one year ago the selling price of the metal was still at the rate of 112 guineas per pound. Prof. Roscoe, however, on Friday week, exhibited some pounds of magnesium (of very much purer quality than had ever been seen while the metal was produced only by the grain) which he had himself seen produced the day but one before, during a half hour's visit to the magnesium works which Mr. Sonstadt has recently established at Salford; and one of the five cardinal facts in the history of magnesium, which, the better to impress them on the minds of his audience, he had caused to be stated on a painted placard hung above the platform, is that Mr. Sonstadt is now selling magnesium wire at three pence a foot.

Magnesium is a lighter metal than aluminium, its specific gravity being about 1.74. It is thus rather more than six times—whereas aluminium is only four times—lighter than silver. Its color and luster are to those of aluminium as those of silver to those of zinc; indeed, if either of the two metals, magnesium and silver, has any superiority over the other as regards beauty and richness of color and appearance, the advantage is probably on the side of magnesium. In one important particular magnesium has certainly the advantage of silver; while it does not oxidise in a moderately dry atmosphere any more readily than silver does, it is entirely unaffected by sulphureted hydrogen, by which silver is so speedily tarnished.

Though magnesium does not exist quite so abundantly, perhaps, as either calcium or aluminium, there is very much more of it in the world than of any of the commonly used metals, not even excepting iron. Besides entering into the composition of an immense number and variety of less abundant minerals, it constitutes 13 or 14 per cent. of dolomite, or magnesium limestone, a rock which is found in almost all parts of the world in enormous quantity. In England, for example, "the magnesian limestone formation extends from Tynemouth to Nottingham, a distance of 147 miles," and over at least part of that long line is fully 600 feet thick. Magnesian limestone consists partly of carbonate of magnesium and partly of carbonate of calcium; but carbonate of magnesium by itself exists in immense masses in some parts of the world as, for instance, in Greece and in India. In the ocean, moreover, magnesium exists in such quantity that where salt is obtained by evaporating down sea-water the "mother-liquors" left after the separation of the salt might be used as perhaps the most economical ore of magnesium. Mr. Sonstadt has calculated that the ocean contains one hundred and sixty thousand cubic miles of magnesium—a quantity which would form a cubical mountain measuring fifty-four miles every way, and would cover the entire surface of the globe, both sea and land, to a thickness of more than eight feet.

What are the uses of the metal of which the world thus contains such a marvelous store, and the obtaining of which in any quantity—in such quantity, for example, as that in which we obtain iron—is now, thanks to the genius of Mr. Sonstadt simply a question of working on a sufficiently large scale? Considering that it is little more than a year since the metal was first produced by the ounce, it is not wonderful that we can as yet answer this question only imperfectly—that with respect to the properties of the new metal very little is at present known. No metal, except gold, is better adapted for purposes of ornament; it is believed to be especially suited for telegraphic purposes; and, struck by the fact that it is but little heavier than heart-of-oak, while in certain conditions as to purity, &c., it is believed to be as strong and tenacious as steel, some one has suggested that, when it shall be cheap enough, we shall build our ships-of-war of it; but the only application of it which has as yet actually been made is one dependent on the extreme richness in actinic rays of the light given forth by the flame with which it burns in atmospheric air. The light is richer in actinic power than any other artificial light known—is so rich, indeed, in chemical rays, that the sun itself, when unobscured by fog or cloud, exceeds only by thirty-four times the chemical power of a magnesium flame, having the same apparent diameter as that which the sun presents. The result is, that by the light produced by the combustion of magnesium wire, such as is now being sold at three pence a foot, we are able to obtain, in any weather, and at any hour of the day or night, much better photographs than can ever be obtained in this country by sunlight, except on such clear and sunny days as occur in this climate but very rarely indeed. Magnesium will thus render us henceforth independent of the sun for photographic purposes, and will, moreover, enable us to obtain photographic pictures of places—such as the interiors of caves and mines, the passages in the interior of the Egyptian pyramids, and the like—into which sun-light never enters, nor can enter.

But it is not in actinic power alone that the magnesium light exceeds all other artificial lights yet produced. For the purpose of artificial illumination generally it is without a rival. A very thin magnesium wire will give off in burning as much light as a very powerful electric lamp; but the magnesium light, unlike the electric light, is soft and diffusive, and does not in the least dazzle or pain the eyes. It is moreover of the purest white, so that all colors even to the most delicate tints, are seen in it as perfectly as in sunlight, while a magnesium lamp has over both the electric lamp and the

*The tenacity of a wire of aluminium bronze containing 10 per cent. of aluminium is greater than that of a wire of the same iron, of the same thickness, in the proportion of 155 to 100.

ordinary gas light the advantage that it can be carried about as readily as a candle. A still greater advantage—one, indeed, of great importance—which the magnesium light has alike over gas and over any kind either of oil-lamps or of candles, consists in the circumstance that magnesium, in undergoing combustion, gives off no deleterious vapors of any kind. Instead of its burning as gas, candles and oil do, into aqueous vapor and carbonic acid, with a greater or less admixture of sulphureted hydrogen, and other furniture-destroying, plate-tarnishing, and health-injuring compounds, the only product of the combustion of magnesium is a harmless solid, the oxide of magnesium or magnesia. All this points to the magnesium light being likely to come extensively into domestic use, while its great brilliancy would seem to render it eminently adapted for use in light-houses. In all probability, its price will not long be an obstacle to either of these two applications of it; for even now, while the manufacture of magnesium is not yet three months old, the light from magnesium is but little more costly, quantity for quantity than that of "composite" candles, being that two-and-a-half ounces of magnesium will give forth, during combustion, as much light as twenty pounds of the best tallow.

Such is a rapid outline of what has as yet been done towards bringing into common use two of the three most abundant metals in nature—metals which will probably one day exceed all others in the variety and importance of their applications. With calcium, the other of the three metals in question, we are almost unacquainted in the metallic form. Combined with oxygen and carbon, it exists in nature certainly in greater quantity than magnesium, and probably in greater quantity than aluminium; but it has never yet been eliminated by more than a few grains at a time. The largest pieces of it ever seen are some recently obtained by Mr. Sonstadt, none of them weighing more than twenty grains, and it has probably never been seen pure at all.—Much the same might be said of both barium and strontium which two metals, although they cannot be compared for abundance with either calcium, aluminium, or magnesium, yet exist in quite as great quantity as some of the metals now in common use, and in quite quantity enough to permit of their being of much importance in the arts in future.

The extraction of these "metals of the earths" from the compounds of them with oxygen and other bodies which exist everywhere in such vast profusion, is the object of a new branch of the art of metallurgy, which may be said to have had its origin entirely within the last decade, and which promises to rapidly attain immense proportions. Of the principles and processes which distinguish this new branch (which has very little in common with the other branches) of the metallurgical art, and of what has yet to be done in order still further to cheapen the metals to which it is applied, we may probably speak in another article.—*Cor. London Mechanics' Magazine.*

ARGUMENT FOR A VETO ON THE LIQUOR TRAFFIC.

The efforts of the teetotalers are unhappily marked by a fanaticism which repels the sober part of society. Most of us shrink from joining in the most laudable effort, if it be necessary to subscribe at the same time to doctrines which are contrary to reason and daily experience.—We know that wine and beer properly used are wholesome aliments and beneficent medicines; we know that the excessive and deleterious abuse of them, however deplorable, is no argument for the total destruction of them and the abolition of the trade. Nevertheless, we think the trade ought to be controlled more effectively, and that there are arguments for this control so simple and decisive that we wonder they have never been made proper use of—not even by Dr. F. R. Lees, the ablest and most learned of all the voluminous temperance writers.

Our argument is founded on the existence of the Poor Law. It is sufficiently notorious that the people of any given parish may be divided into two portions—they who pay poor's rates, and they who receive those rates. One portion supports itself; the other, on every emergency, flies to the "parish,"—i.e., to their self-supporting neighbours. If a so-called working man is out of work he goes to the ratepayers for bread; if he is ill, or his wife or children, he goes to the parish doctor, is treated with medicines, or it may be, wine and beef tea, at the ratepayers' expense; and when old and helpless, whether from unavoidable misfortune or want of thrift, he accepts such board, lodging, and clothing as the workhouse affords at the ratepayers' cost. Any one who knows the condition of some small struggling ratepayers, and how little they can afford to pay their Poor's Rates, must feel that if they have some hardships they ought to have some privilege to match. That the man who pays should have some sort of control over those who receive, is an axiom which we think cannot be disputed.

On the other hand, it is notorious that the rate-eater—the idle and thriftless, are also most wasteful in this one point—viz., the consumption of alcoholic liquors; and that these liquors aggravate tenfold the evils for relief of which they come upon the abstemious ratepayers. One instance is as good as a dozen. On Monday morning the 23.d, the writer of this was called up at 3.30 by a person who rang furiously enough to wake up the whole household. He was requested to come directly to a child dying. He went and found a boy of two, son of a working man, threatened with convulsions. Cause: The parents had been out on a Sunday railway excursion the day before, and had let the child drink ale, which had made it ill overnight. The child was attended to, and its parents said that at daybreak they would send to the "parish doctor."

Let us add that it is an acknowledged fact that all out-patients' institutions are most crowded with cases of so-called "diarrhoea," "cholera," "bilious attacks;" or, in other words, effects of beer and gin, on Mondays.

Now, without pointing out the inconsistency of stepping in by law and interfering the "working man" from doing any useful work on Sunday, whilst the law gives him every facility for making himself a beast and a burden to his neighbours, let us ask on what grounds can people who get drunk on Sunday demand medical attendance at the expense of their sober fellow citizens on Monday? Our hospitals and dispensaries show in large letters the words "Supported by voluntary contributions;" and Englishmen glory thereat. But we may point to another place supported by voluntary contributions—the gin-palace. Look at this inconsistency! If the "working-classes" can support by their drink large temples

as grand as compe can make them, with plate-glass, flaring lights, gaudily-dressed young women to serve out the liquors, and fat, portly landlords, who keep gigs and smoke the best of cigars, why then, should they call upon us to keep up that dispensary?—that shabby, ricketty, sordid-looking old house, where a committee of sober people bargain for cheap drugs, to be served out by a starved apothecary in a rusty black coat, who can hardly keep soul and body together? The dispensary is made necessary by the gin-shop, and they who drink the gin ought to pay for it.

However, let that pass. No one is obliged to subscribe to a dispensary. We are obliged, however, to pay poor's-rates; and we claim that, if we pay, we have a right to some control over those who receive; and, in especial, over that peculiar traffic in which they squander their own earnings, and render it necessary to dip their fingers into the pockets of their sober neighbors.

The "working men," we are told, are free. Let them make us free also. If they are free to drink, let us be free to button up our pockets. But if they claim the right of dipping into our pockets when sick, we claim the right of muzzling their jaws; and the people who pay ought to be found—(unless they be beguiled basely to give up their political trust to the so-called "working men")—too strong for the people that don't pay. Does any one ask, why should the working man be hindered from drinking any more than the man at a club in St. James's-street? Because the working man comes on the rates, and the man at the club does not.

We could, did space permit, follow out this argument into the minutest details. We have said enough to show that the rate-payers of every parish should have in all equity a veto upon all places where the rate-eating portion of the working classes squander what they have, and make themselves and their families recipients of that poor's rate which is now wrung from the sober and industrious. The liquor traffic will never be abolished, but it may be put under better regulations if the rate-payers will it.

There is not the slightest chance for "the Permissive Prohibitory Bill." . . . It would be impossible to shut up and confiscate all the public-houses in any district; but it ought to be possible to have a veto on any new ones or any new occupiers, and to close some of the old ones. The results of our own inquiries are these:—If you ask the proprietor of small "weekly" tenements, he will say that his tenants were pretty sober until the new landlord came to the public-house at the corner. They used to be a hum-drum beer-drinking set of men, but since the new landlord had put in plate-glass and flaring gas, and had added other adventitious aids, the whole population, especially the women, had taken to gin, and rents had got into arrears. It ought to be in the power of the ratepayers, once a year, to close any house which exercises abnormal and unusual temptations, and does mischief to match.—*Medical Times and Gazette.*

[We think it would be hard for the Medical Times to prove alcohol to be a wholesome food, though it may be useful as a medicine; and so are Nux Vomica, Arsenic, and other poisons, but who wishes them for daily use?—Ed. Writ.]

SCIENTIFIC RESEARCHES IN PALESTINE.

The London Athenaeum has communications to May 7 from the Rev. H. B. Tristram, one of the parties engaged in a scientific survey of the Holy Land. On the 17th of March Mr. Tristram was at Nazareth. Several days were spent in thorough and deliberate exploration of Carmel, and in a visit to Beisan, (the ancient Bethshean,) in the upper portion of the central Jordan valley. From Beisan it was hoped that the valley might be explored as far south as Kurn Surtabah, but this proved impossible. The 9th of April found Mr. Tristram once more at Jerusalem. Messrs. Bartlett and Lowne had been left behind at Nazareth to complete the zoology and botany of Galilee. In the neighborhood of Jerusalem he found some Adouan sheiks who had recently conducted a party of travelers to the regions beyond the Dead Sea. The leading desire of Mr. Tristram was to explore these regions. His party had recently met with a repulse in an attempt to reach Jerash and Amman by way of Om-Keis and Souf, but he succeeded in negotiating a bargain with these sheiks to conduct himself and five other English gentlemen to Hesban, Amman, Salt, and Jerash, and to deliver them safely into the Jordan valley, below Tubukhat Fahiel, for about seventy-five dollars each. All this the Arabs faithfully carried out. Of the results the Athenaeum thus speaks:

The scientific results of the journey are abundant, but must be very briefly told. In geology, all Mr. Tristram's former inferences of the absence of igneous action in the formation of the Jordan valley, of the Dead Sea, and of the regions east thereof, are confirmed, both by his own observations and those of Mr. Lutet. The formation on the east of the valley is the same as that on the west—all limestone, with a dip to the south-west, often strangely tilted and contorted, but with no trace of basalt or primitive rock. Further inland, some twenty-five miles east of the Jordan, the same formation continues, but the strata become horizontal, the hills and wadys water-worn, with no signs of convulsion or unconformable stratification, or of any agency but that of water. On the crest of the heights which inclose the ravine of the Wady Zerka (Jabbok?) some red sandstone was found, the only instance of that rock which Mr. Tristram has observed in the whole of his journey, excepting in the Ghor Saheh, at the south of the Dead Sea.

In ornithology and zoology Mr. Tristram is indefatigable, and as he contrived to enlist the Bedouins in the quest, his success was great, both in quantity and quality of specimens.

The district on the east of the river, lying between the ford and the foot of the Moab mountains, was found to be hotter and more tropical in the character of its vegetation (*Asclepias gigantea*, etc.) than that of Jericho, and to resemble closely the Ghor-es-Saheh. The barley, which was left unripe at Jericho, was found at Keferain cut and thrashed.

The views westward from the mountains of Moab, Gilead, and Ajlun, particularly that

from Jebel Nebbah (Nebo?) near Hesban, are described as most wonderful for extent and for the revelations they make of the character of the country on the opposite side of the valley. "As the eye turned southward toward the line of the ridge on which we stood were the heights of Kerak, and the Arabian peaks of Akabah beyond. In front one or two terraces reduced the plateau as it descended to the Dead Sea, the western outline of which we could trace in its full extent, the shore line indented with frequent bays and headlands, and the flats of Ain Feshkab, Ain Terabeh, and Ain Jidy standing out clearly like fringes of green carpeting, Masada and Shukif rising above the mountain line, but still much lower than the ridge of Hebron, which we could trace to Bethlehem and Jerusalem, though the city itself could not be distinguished. Still turning northward, the eye looked over the deep Ghor till it rested on Gerizim's rounded top, and further still appeared the Plain of Esdraelon, bounded by the distinct outline of unmistakable Tabor, aided by which we could identify Gilboa and Jebel Duhy (Little Hermon), Hermon itself the clouds prevented us from seeing. Just north of us stretched the dark forest of Ajlun in a long undulating line, the steep sides of the mountain here and there whitened by cliffs on Mount Gilead behind es-Salt. To the north-east lay the vast Hauran, filling in the horizon line till it joined the Belka, from which it is separated by no natural boundary line. Had the day been clearer we should doubtless have been able to discern Carmel and the sea."

The maps are all incomplete as regards the places immediately east of the Jordan, Keferain, er-Rameh, etc., as indeed is evident if they are compared with Mr. Tristram's route.

THE STRENGTH OF INSECTS.

Walking under the trees, I found in the path a robin partially under the ground. He had not been drawn into a hole, but the earth had been removed from underneath him, and his head and wings and tail were resting on the walk. I examined him, and finding him dead, and evidently in the hands of some animal who designed to make use of him, I left him. Returning to the same spot an hour or two after, I found him drawn into a hole, head first, and it required some little effort to extricate him. Throwing him aside, I left him for the day, and towards night he was drawn in again, and was now so nearly buried that only part of his tail was above ground. Once more I rescued him from the grave, and leaving him in the walk, went away. Again he was carried to the hole, and I found him with the tips of his wings and his tail protruding, and these were quivering, as the body was being drawn with considerable force into the earth. The gardener was sure it was a snake carrying the bird under for more convenient mastication, but when we struck with the spade below so as to cut him in two, we found nothing.—Once more we made the ground smooth and hard, and throwing the bird aside, left it.—The next morning it was again going under. I drew it out suddenly, and found the beast. It was a bug about an inch long, and slender, yellow, with black stripes. His strength was amazing, when his size was considered, and as he seemed to be the only engineer and power employed in moving the bird, which was twenty or thirty times as large as he, and was drawn by it into a hole requiring great extra force, besides what was necessary to overcome the weight, it appeared to me almost incredible that he could do it. Some friends wishing the beetle to be preserved as a curious specimen in natural history, I performed for the first time that barbarous operation so common with naturalists: I put a pin through him, and fastened him to a board in the barn, designing to present him to some museum with a statement of his exploits. I left him there to his own reflections and the next morning to my surprise, as Samson walked off with the gates of Gaza, even so had this beetle taken himself off, not with the pin, and I have heard and seen him no more. But another and smaller beetle of the description is now making arrangements to bury a dead mole in the garden, and if the beetles would kill all the moles I would not disturb them.—*N. Y. Observer.*

SHINGLES RENDERED FIRE-PROOF.—Mr. John Mears says, in the *Boston Cultivator*, that he has prepared shingles in the following manner, and after an experience of eleven years, and using seven forges in his blacksmith's shop, he has never seen a shingle on fire, nor has a nail started. The shingles are prepared in the following manner: "Having a large trough, I put into it a bushel of quicklime, half a bushel of refuse salt, and five or six pounds of potash, adding water to slack the lime and dissolve the vegetable alkali and the salt—well knowing that pieces of an old lime-pit, a soap barrel, or a pork tub were not the best kind of refuse stuff, and having long since learned, while at the Vineyard Sound, that hot salt-water whitewash would endure far longer than that made with fresh water, absorbing moisture, striking into the wood, and not peeling and washing off. I set the bundles of shingles nearly to the bands in the wash for two hours, then turned them end for end.—When laid on the roof and walls they were brushed over twice with the liquid, and were brushed over at intervals of two or three years after."

—One of the most singular religious movements outside of the Christian world, is the spreading of Mohammedanism in Africa. It has long been known that the negro tribes in the interior of Africa had since the beginning of the present century been gained over to a large extent to the Mohammedan creed. But we now learn that the Islam is even making some inroads upon territory which has been hitherto regarded as secured for Christianity. On the west coast of Africa they have proselyted many of the liberated Africans, and are now extending on the coast toward the southern hemisphere.—*Methodist.*

