



dren. If so, house-keeping is likely to be made easy."

**A THRILLING SCENE.**—A few days since, as the express train for Baltimore was passing the vicinity of Naaman's Creek, at the rate of forty miles an hour, a horrifying sight was witnessed by those having charge of the train. A man, apparently a fisherman, inhabiting one of the shanties close by, who was laboring under *mania potu*, had thrown himself upon the rails for the purpose of self-destruction; but two females having drawn him off were engaged in a dreadful struggle to prevent his again throwing himself before the train. One had a deadly grip of his legs, while the other was kneeling upon his breast as the iron horse went thundering by, just grazing her clothing; indeed so close was she, that her own escape from instant death was most imminent. The whole scene occupied but an instant, and scarcely any of the passengers were aware of the calamity that had been impending. Those who witnessed it were horror-struck, knowing the impossibility to prevent the destruction of all three, if the man succeeded in struggling only a few inches nearer the rail.—*Phila Ledger.*

**THE FALL OF TABLE ROCK.**—We have conversed with a gentleman, who with his wife, was a few minutes before it fell, on the extreme projecting point of the Table Rock, looking over at a shade of the rock that had fallen about 8 o'clock that morning. Our informant had passed from Table Rock to the ferry, and was about midway across the river when the rock fell, with a noise resembling a broadside from a frigate, completely obstructing the pathway that leads under the great sheet of water. The fallen mass is of that magnitude that it is supposed no effort will be made to throw it into the river. Indeed the prevailing sentiment at the Falls, was decidedly against its removal, as it is evident to every one who knows the locality, that there has at all times been hazard in going under the sheet.

Three masses fell, first the shale, then the large position of Table Rock, and in a few minutes after, its small remainder. There was no person under the sheet of water when the rock fell, but several persons were dressing for the exhibition.—*N. Y. Com. Advertiser.*

The Mississippi Times, (Holly Springs) of the 1st September, comes to us with the following announcement:—

The most astonishing partition recorded in the annals of the human race, we are informed, occurred last week in the vicinity of Salem, Tiptah county, in this state. Our information is from a gentleman of veracity, who states that a lady of that neighborhood has just become the mother of seven children at one birth!

Miss Kline has recovered \$500 of Mr. Snyder, a widower in New Jersey, for breach of marriage promise. She proved her case by a female friend, who overheard the contract through a hole in the floor.

Bishop Elliott, of the Episcopal church in Georgia, appears to regret that Bishop Ives, of North Carolina, didn't die instead of turning Roman Catholic. "Again a few months," says Bishop Elliott, "and the church is troubled with the news that another of her bishops has gone, but alas! not to his grave!"

A general meeting of presidents and directors of the various railroads in the United States will convene at Washington during October, to consider the adoption of a code of laws and the establishment of such general measures as shall guard against accidents.

**Onida, Sept. 16th.**  
**RAILROAD ACCIDENT.**—The American Express going west, on the New York Central Railroad, standing at this station, about 3 o'clock, was run into by a freight train going west. The express train was behind time. The passenger cars of the express were badly broken, and many passengers injured. The following is the list of serious casualties:—Buckley Thatcher of Litchfield, Medina Co., Ohio, killed. Patrick Wall of Manchester, Vermont, both thighs broken; his brother, in same car, injured in the foot; John Vaughan of Syracuse, both thighs fractured; Edward Jewett, New Haven, Connecticut, badly hurt about the head and neck. Many passengers, more or less injured, left on train for Syracuse. Coroner White is holding an inquest.

Rumored—that the orator who came to the point, went back by the next train.

The surplus in the United States Treasury is at the present time \$30,000,000, and is steadily increasing.

The Quebec Chronicle says the young gentleman with the carpet bag, pixaxe, washpan, crowbar, shovel and wheelbarrow, has returned from the Chaudiere diggings reporting and sporting 9 oz of gold obtained by himself and assistants in four days. Thirty six pounds currency in four days obtained by a returned Californian! We should call that good. The Gold Company permit people to dig on the liberal condition of half the profits. People are to tell only the plain truth going to, and coming from the diggings.

It was a maxim of Gen. Jackson's: "Take time to deliberate, but when the time for action arrives, stop thinking."

The 'old fogy,' who peeped out from behind the times, has had his head knocked off by a passing event.

A popular writer, speaking of the proposed oceanic telegraph, wonders whether the news transmitted through salt water would be fresh.

An exchange says:—"The politician should be not only a great but a good man." It is a great pity the fact was not sooner disclosed.

Byron says:—"A thousand years scarce serve to form a State." He had never heard of California.

The age is alive with elasticity.—An India rubber omnibus has just been invented, which, when full, will hold three more ladies, a market-basket, pet poodle, and a baby.

At Cork, a bill-sticker, recently, in posting some bills relating to Purgatory, stuck one over a railway announcement, which, at a little distance, read—"Reduced Fares to Purgatory."

It is said of Baxter, the divine, by continual kneeling in prayer, his knees became stiff and useless. We hear of few such misfortunes in these days.

"My dear fellow," said Beau Hickman to a waiter in a hotel, "I have respect for flies; indeed, I may say I am fond of flies—but I like to have them and my milk in separate glasses; they mix so much better when you have control of both ingredients."

A bar of soap is recommended as a good medicine to ensure health.

The Yellow Scourge is dying out at New Orleans; the deaths by it in 24 hours ending on the 13th were but 37; at Mobile on the 12th 27.—The fever is raging at Covington, Madisonville, Biloxi, Lewisburg, Christian, and other places along the lakes; also at Baton Rouge, Bayou Sara, and other river towns; also on Red River. There have been many deaths at Alexandria, and the whole southern country is afflicted. Captain H. L. Smith, of the engineer corps, died on Tuesday at Madisonville. He had previously lost five children by the fever. For the week ending on the 10th there were 37 deaths by the fever at Galveston.

"I am as sure," said a good man, "of going to Heaven, as I am of eating this meat on my fork;" and as he raised it towards his mouth, the meat dropped and the dog ate it. It is to be hoped, however, that he went to Heaven.

Rufus Porter who has been a long time engaged in building an "Eropport"—a flying carriage—announces that he shall make an excursion from Washington to New York, in the same, some time during the month of September.

John L. Chapman, the man who committed the brutal murder upon the Cozzens family at Sherburne, has been arrested.

A letter from the Summit House, on Mount Washington, dated 12th, says, "We are in the midst of a thick snow storm, thermometer 25, and it is impossible to stand erect where the wind has a fair sweep outside.—On the 11th the thermometer was below the freezing point all day, only rising to 29 at noon."

Up to Saturday last the total number of yellow fever deaths at New Orleans was 7700.

Ex-President Van Buren has made arrangements to spend the winter in Switzerland.

Friday, the 9th instant, was observed with a solemnity never before witnessed in New Orleans. The stores were all closed, business entirely suspended and the whole city presented a scene of solemn gloom and mourning. Government had granted the use of Port Philip for quarantine uses, and emigrant quarters would be established there immediately. The latest accounts state that the pestilence was very much on the decrease.

The steamship Georgia, which left New York on the 5th inst., for Aspinwall, with the California mails and passengers, put into Norfolk, 10th inst., in distress, having eight feet of water in her hold. She encountered a severe hurricane off Cape Hatteras, causing her to spring a leak, and the greatest exertions were requisite to bring her to that port. Passengers and crew all safe.

## THE JOURNAL.

THURSDAY, SEPT. 22, 1853.

### MUNICIPAL COUNCIL.

A session was held at Georgeville on the 13th, 14th and 15th instants. We condense from the Secretary's report. Present, Mayor Giddings, and Councillors Maek, Clark, Kibborn, Buckland, Knowlton, Green, Drew, Martin, Thomas, Wadleigh, Pool, Hoyt, and Ives.

L. K. Benton, was unanimously re-elected Secretary and Treasurer.

The following Petitions were received.

Ralph Merry 2d, road, Magog.  
W. Hackett and others, road and bridge, S. d. Seth Caswell, do road, Stanstead.  
Ira Hartwell, do do do  
Josiah Doloff, do do do  
C. F. Parker, do do Barford.  
Jona. Slater, do do Barnston.

Petitions of W. Danforth, and others, and W. N. Bell and others, laid over.

Petitions of F. Judd and others, Stanstead, and Lee Knowlton and others, Magog, for aid to Stanstead, Shefford and Chambly Railway, concurred in and By-Laws passed.

A similar petition from Bolton was withdrawn for the purpose of obtaining more signatures.

Petition of Chas. Martin, referred to com. do G. W. Garland, and others, for bridge, granted.

do S. Stedman do road, laid over.

The following reports of the D. G. Voyer and Surveyors, were received.

E. S. Southmayd, 3 bridges, Barnston, accepted. Do on Wyman road, laid over.

E. Aldrich on Webster road and bridge, a new order granted.

Geo. Thomas, Converse road, accepted.

D. G. Voyer, Manson bridge, accepted.

W. L. Oliver, on J. Jones' road, for land damages, an order to chairman to make award and sign it.

D. G. Voyer on W. Smith's road, put over.

do on J. Poulin road, concurred in.

do on Mack's mill bridge, do

do on F. Deserette road do

do on Peasley on J. Peasley road, do

Q. Pomroy on sale of Pinkham Bridge, do

do on alteration of Georgeville road, do.

S. Piper on S. Child's and others bridge, Barford, accepted.

C. S. Martin, on land damages, Brill road, Bolton, accepted. Do on W. Pardue road.

W. Drew on sale of Lorimer bridge, Stanstead, accepted.

C. O. Wadleigh and J. McMannis, on Braey road, accepted. C. O. Wadleigh on Godard, Bailey and Travor roads, accepted.

The road prayed for by Moses Lee and others was discontinued, and the Secretary Treasurer instructed to discontinue law suit relating to same, and make a tax on the persons liable therefor for cost and expenses.

Committees were appointed to report amendments to the Road By-Law, and to audit Secretary Treasurer's account.

Mr. Edward Remick was duly elected Deputy Grand Voyer.

The petition of J. Bellows and others, for indemnifying E. S. Southmayd for loss by incendiaries, was laid over.

Report of J. M. Locke on road prayed for by D. B. Davis and others, concurred in.

Q. Pomroy, on bridge on new road, Georgeville, lot No 7, 8th range, accepted.

The report of Mayor Giddings on Alonzo Weed road was accepted. The petition in relation to the John Edington road was dismissed. Land damages due Alex Taylor were ordered appraised.

The Council will hold their next session at C. S. Channell's Hotel, Georgeville, on the second Monday of December next, at 10 o'clock, A. M.

### STANSTEAD, SHEFFORD & CHAMBLAY RAILWAY.

It will be seen by two By-Laws of the Municipal Council in another place, that the Townships of Stanstead and Magog are authorized to take stock in the above named Railway. The Township of Bolton will also take proportionately with the others.

Some disappointment may be felt that three Townships did not take as much as was originally proposed for the entire County; but the Councillors representing these Townships are placed in the delicate position of voting other people's money, and did not feel empowered to do what they would have done in case the matter was to be referred back to the people. If they have erred, it is on the side of prudence. The Township of Stanstead had already taken about \$100,000 in the Passumpsic project, and now takes \$50,000 more on this side of the line. If other Townships and Municipalities along the line of the road will do as well, there will be no great difficulty in raising the stock.

### NEW ENGLAND RAILROADS.

We find the following remarks in the commercial article of the Boston Post of September 16th:

A great change is going on among some of the New England Railroads, and from what we can gather, it will finally affect their profits most favorably. It is believed that by running the three northern roads in conjunction, their expenses may be cut down to 50 per cent. if not considerably below that proportion.—The extension of the Passumpsic road to Stanstead is determined upon. The extension will cost from 1,200,000 to 1,300,000.—Of this total, \$300,000 is already subscribed upon the line of the proposed road, \$600,000 is guaranteed by the lower roads, and the remainder is to be obtained in Boston from those interested in the Northern, Passumpsic and Concord and Montreal Roads, and in the business of Boston with Northern Vermont.—This extension will be of great service to the

Montreal and to the Northern, and make up to the latter, especially, what it will be likely to lose should the negotiation now in progress be completed, and the Sullivan become a portion of the great northern chain of roads embracing the Ogdensburg, Central, Rutland, Sullivan, Merrimack and Connecticut rivers, all practically under a single board of Managers.

**MORE ARRESTS.**—Lieut. Col. George Hagarth and Capt. Chas. Cameron, of the 26th Regiment, were arrested at Montreal on Tuesday last, on the warrant of Col. Ermatinger, police magistrate, on the affidavits of 13 soldiers of their regiment, for giving the order to fire to the troops drawn up in Haymarket Square on the 9th of June last. They were admitted to bail in the sum of £1000 each, and two sureties of £500 each.

Lieutenant Quartley of the same regiment, was arrested and admitted to bail on Wednesday.

An Act of the last session of the Provincial Parliament provides for the establishment of six other boards of Examiners of Teachers in Lower Canada. His Excellency the Administrator of the Government has made the following appointments for the counties of Stanstead and Sherbrooke:

Stanstead—Revs. H. G. Burrage, Hypolite Bienville, John Tomkins, J. Chandler, Dr. James Bredon, Hugh Elder, and C. A. Richardson, Esquires.

Sherbrooke—Revs. Isaac Hellmuth, B. McCauley, A. J. Parker, C. P. Reed, W. Ritchie, C. de Tonnancour, and J. S. Walton Esquires.

The vote authorizing the Mayor and Council of the County of Missisquoi, to take £100,000 in the stock of the Vermont Junction Railway, was ratified on Monday last.

The application of the Stanstead, Shefford and Chambly Railway Co. to the Montreal Corporation to take stock in the road, has been rejected. It appears from the proceedings of the Council, that the finance committee, to whom the petition was referred, were opposed to this line of road on account of their connection with other lines. A motion made by Councillor Papin, to defer action for the present, was rejected, and the report of the committee of finance adopted.

Mr. Bowes, Mayor of Toronto, has recently had an examination before the Court of Chancery in relation to the "£10,000 Job" as it is called. The result of the examination is, that the plaintiffs have been successful in criminating Mr. Bowes, who implicates his partner Mr. Hall and Hon. F. Hincks.—The proceedings have been stopped for the purpose of bringing these two latter gentlemen into Court.

The "Job" consisted in trading the City credit loaned to the Ontario, Simcoe and Huron Railway Company, in such a manner that a bonus of some £9,000 or £10,000 was put into the pockets of somebody. An investigation of this affair will undoubtedly lead to a suspicion that this is not the only jobbing which has been connected with Railway contracts, &c. in this Province.

A late arrival from California brings intelligence of the death of Joaquin, the celebrated robber chief, and the dispersion of his band. Joaquin was surprised in the chapparal and shot down without making much resistance. His lieutenant, called "Three Fingers Jack," was also killed, and the head of the former with the hand of the latter, have been preserved in spirits, and are now on exhibition at San Francisco.

**Shefford Triumphant.**—Shefford has "been, and gone, and done it." We are enabled to state, from reliable information, received from the "seat of war," that Shefford has put her foot on it, not in it. She has "come up to the scratch" with a revolver, no small guns in that quarter. Seriously, we have the greatest satisfaction in informing our readers that the people of the County have sanctioned the Municipal guarantee of £25,000 in aid of the Stanstead, Shefford and Chambly Railway by a majority of 1680, not that the amount is so large, and certainly not for the County of Shefford—but that she has set a noble example to all the other counties on that route, whom we hope will go and do likewise without delay. And of that we believe there is little doubt. At least if they consult their own interests there can be none. The prospects of this road are now exceedingly flattering. We are not however at liberty to state all we know at present. We can only observe generally that it stands in a capital position, in a position in which it can make good terms with any contractors; and under these circumstances, will undoubtedly be built economically—be a paying road and good investment. The first fifty miles of this route is over a dead level, and through a cultivated country, and for this distance we venture to say this road can be built cheaper than any other road in the country. The remaining forty miles though through a country more diversified by hill and dale, shows an uncommon facility for a railroad. Success to this road then, and when the cars are running, may they never be without a soft seat for editors.—*Montreal Transcript.*

**Corporation.**—Yesterday evening a very animated debate in the Council was closed after midnight, by a division on the motion that the Mayor's resignation be accepted.—It was accepted by 16 votes to 8; but as the act requires two-thirds of the whole Council, this is a virtual rejection.—*Id.*

A horrible murder was committed in Sherburne, Mass., on Wednesday last. About 8 o'clock in the evening, a young man named John Chapman called at the house of Mr. Reuben Cozzens, and told Mrs. Cozzens that her son had been thrown from a wagon in Framingham and badly injured. She thereupon called up her husband, who had gone to bed, and upon his going to a field to catch a horse, Chapman killed him with a single blow of an axe. He then returned to the house and struck Mrs. C. a blow on the head which will probably prove fatal. Next he went to the chamber of the Irish hired man, and raised the axe to strike him, but the Irishman wrenched it from him, and Chapman fled without consummating the robbery of the house, which was undoubtedly his object.—Mrs. Cozzens recovered sufficiently to relate the circumstances. Chapman formerly lived with Cozzens and was but 21 years of age.—A thorough search was being made for him, and it was thought impossible for him to escape.

The N. Y. Home Journal thus comments upon the proceedings of the fanatics of all stripes, sexes, hues and styles, which composed the recent Womens' Rights and other conventions in that city:

"The party which conceives its 'mission' to be, to take the world to pieces, and put it together again, have had a 'good time' lately, in this city. Perhaps it is within bounds to say, that a greater quantity of foolish and half-false talk has been publicly uttered, during the last two weeks by members of this party, than was ever before delivered in an equal time by an equal number of persons.—Will any one point out to us, in the heavy columns of reports in the daily papers of their meetings, one enlightening speech? Have these two weeks of palaver pushed the world forward an hour nearer the solution of the questions selected by the conventions for discussion? That is their business, however. The New-Lights may as lawfully talk over their affairs in September, as the Old-Lights in May; and if they talk foolishly, we have this consolation—nothing comes of it. The May anniversaries produce tangible and computable results; but those of September seem to leave no trace behind, except the records of the daily press."

the value of about \$15,000, was hanging.—Upon returning it was missing. The brakeman says that he took the bag from the car (which was left at Manchester.) and carried it into another car, where it was claimed by a man in company with a woman, who went on to Concord, and stopped at the American House. The man registered his name as "Walter Heath," and the girl's as "Elizabeth Kendrick," giving no place of residence. Both have been arrested on suspicion of stealing the bag. Heath denies that he had any bag when he reached the hotel, but the brakeman recognises him as the man who claimed it, and the American House coach driver and two or three others say that they saw him have one.

A despatch from Concord, dated the 11th inst., states that the stolen carpet bag belonging to Mr. Dodge, was found that morning behind a door at the railroad depot in that city. It had been broken open. The contents are said to be mostly railroad bonds and securities. Mr. Dodge was not then in Concord.

**Extensive Depredations on Freight Trains.**—We learn from a Concord correspondent of the Journal that—For several months past, the Northern, Vermont Central, and Passumpsic Railroad Companies have missed articles of freight conveyed on their transportation cars. They have paid to the consignors, from time to time, considerable amounts for these losses, amounting in all to between \$2000 and \$3000, it is said. Mr. Stearns the Superintendent, suspecting that the articles were stolen, has been unwearied in his endeavors to ferret out the thieves. A few weeks ago, a boy was arrested on suspicion; but it being pretty evident that there was a gang of older rascals engaged in the business, he was discharged, after making certain developments which it was believed, would lead to the detection of some of them.

A strict watch was placed at several of the principal depots which a few nights ago, detected two boys, named Welsh and Pillsbury, while stealing from the cars at Franklin.—After examination, they were committed to the Merrimack County Jail, in this city, to await a trial at the October Court. They implicated a man named Harrison Arlin, residing between this city and London. He also has been arrested and committed for trial Upon searching his house a large number of stolen articles were found. Among other things was a book and a quantity of tickets, stolen some time since from the depot of the Boston, Concord & Montreal Railroad, at Merideth. A number of wrenches, and implements for breaking doors were also found.—*Boston Daily Adc.*

**FOREIGN AFFAIRS.**  
**SEVEN DAYS LATER.**

**HALLFAX, N. S., Wednesday, Sept. 11, 1853.**  
The Royal Mail steamship Niagara, Capt. Leitch, from Liverpool on Saturday morning the 3d instant, arrived at this port at 9 o'clock this morning, bringing 135 through passengers.

A despatch from Athens, dated the 26th August, announces that Thebes has been almost destroyed by an earthquake.

The Niagara sailed at 12 M., with clear weather, for Boston, where she will be due about 10 o'clock on Thursday night.

At the moment when all seemed settled and Russia apparently disposed to terminate the crisis, the war party in Turkey unexpectedly obtained sufficient ascendancy to complicate the negotiations, causing delay, and giving Russia a new excuse for postponing the settlement.

A hostile feeling against France and England had also sprung up among the Turks, who accuse their allies of cowardice.

The present state of affairs is such that a meeting of the Grand Council, was announced for the 20th, but on demand of the Embassadors, was held on the 18th. The Patriarch attended,—and at that meeting, the note drawn up by the four powers was accepted with the modification as advised per Franklin. It was then sent off to the Czar, and would reach him on the 31st August—so that no answer could be received for some days.

An assertion had been made on the Paris Bourse, that the Sultan had concluded to forego the amendments,—provided, first, that the four powers would guarantee against any new Russian demands,—and second, that an order to evacuate the Principalities be given, before an Embassador leaves Constantinople for St. Petersburg.

A rumor was gaining ground, that if Russia evacuated the Principalities she would demand from Turkey the expenses of the occupation.

Another rumor (more improbable) is that Turkey is willing to have the Principalities formed into independent States, under the protectorate of the four powers.

Turkey continues her armaments. A decree of the 16th calls out 80,000 reserves.

The Russian Consul-General in Egypt is recalled, in consequence of participating with the Viceroy in aiding Turkey.

A change of the Turkish Ministry is looked for immediately after the settlement of the present crisis.

Friendly autograph letters had passed between the Sultan and the Emperor of Austria.

There was nothing politically important stirring in England.

**FOUR DAYS LATER.**  
The Arctic, from Liverpool Sept. 7th, arrived at New York on the 18th.

Turkish affairs are unchanged; nothing is known of the czar's intention relative to the amended note. Turkey has sent to the European powers an explanatory manifesto. It was reported that France had informed the sultan that any further steps he may take are at his own peril, but on the whole, prospects are no worse than at last advices. The wheat crop is light in Great Britain.

**Heavy Robbery.**—On Friday, when the upward Boston train of cars reached Manchester, George H. Dodge, Esq., President of the Manchester and Lawrence Railroad, left the car in which he had been riding, where his carpet bag, containing money and papers to

the value of about \$15,000, was hanging.—Upon returning it was missing. The brakeman says that he took the bag from the car (which was left at Manchester.) and carried it into another car, where it was claimed by a man in company with a woman, who went on to Concord, and stopped at the American House. The man registered his name as "Walter Heath," and the girl's as "Elizabeth Kendrick," giving no place of residence. Both have been arrested on suspicion of stealing the bag. Heath denies that he had any bag when he reached the hotel, but the brakeman recognises him as the man who claimed it, and the American House coach driver and two or three others say that they saw him have one.

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**Canadian Missionary Society.**—The Committee of the Ladies' French Canadian Missionary Montreal Society of Montreal announces, with much pleasure, that the building, erecting for Mrs. Tanner's School, at the Point aux Trembles will be completed, and the opening exercises held, on the 29th September. The house will require furnishing, and it is intended to have on the same day a donation visit. Articles of furniture, or gifts in money, will be thankfully received.

Friends of the cause from abroad, who may visit the city on that occasion, will be provided for by members of the Committee at their own houses. On application to Mr. S. J. Lyman, Druggist, Place d'Armes, their place of entertainment will be designated.

Those who intend meeting with the American board can be present in Montreal, and reach Cincinnati on the 4th of October.—*Montreal Witness.*

**More Fatal Accidents.**—As the steamer Bay State was upon her passage on Thursday morning last, from Fall River to New York, she met with a very unfortunate and most unforeseen accident off Black Rock, near Bridgeport by which ten of her passengers were very severely scalded. About half-past three o'clock her crank pin broke suddenly, and the walking-beam falling upon the engine, knocked the cap off the cylinder, and thus caused a tremendous rush of steam.—The passengers jumped out of bed, and some incautiously opened their state room doors, and thus received extensive injuries; others crept through the windows and escaped unhurt. Capt. Brown, of the Bay State, had signal rockets of distress burned, which brought Capt. Williams, of the steamboat Connecticut, from Norwich to his aid. Four young ladies, named De Wolfe, two of whom expired in the afternoon, were taken to the city hospital. They were from Chicago, Ill.

The passengers, by resolution, acquitted the officers of the Bay State of all blame.

On Wednesday evening, the 7th instant, a train of empty cars proceeded to the Junction of the Georgetown and Newburyport railroads for the purpose of taking up a picnic party, shortly after stopping, the locomotive exploded, killing Mr. Spofford, the fireman, and blowing his mutilated remains one hundred and fifty rods. The engineer, having just stepped off the locomotive, escaped without injury.

**Highly important from Mexico.**—The Indianola (Texas) Bulletin of the 30 ult., announces the arrival of the mail from the interior on the 20th ult., and says:

By the arrival of Messrs. Adams and Dunn, the San Antonio Ledger has late advices from the Rio Grande, Zacatecas, &c.

Santa Anna is prosecuting measures strenuously. "A tax of 12 1/2 cents is imposed," says the Ledger, "on each member of a family, causing much distress and complaint among the poor. An order has likewise been issued for raising an army for frontier defence to amount to ninety-one thousand men. All men able to bear arms are pressed into the service."

Santa Anna enjoins all who have suffered

from Indian depredations, to present their claims to the city of Mexico. He intends to demand restitution under the treaty of Guadalupe Hidalgo. This order has given rise to immense fraud. Many claims, where injuries to the amount \$50 have been sustained, are swollen to \$1,000.

Four of the largest States, Guanajuato, Guadalajara, Marales, and Chihuahua, have pronounced against Santa Anna.

We have not yet received our San Antonio exchanges. They will probably come to hand this morning, and may furnish further American intelligence.

**Emigration to California.**—Intelligence received from San Francisco from Fort Kearney, June 6th, gives the following amount of emigrants and their stock that have passed the fort south of Platte up to that time the present year, which is estimated as not more than half that number that were crossing the plains. There have passed Fort Kearney 8746 men, 2068 women 2892 children, 3839 horses, 1827 mules, 91,193 cattle, 2377 wagons and 11,000 head of sheep. On the range from St. Joseph and Independence, there must be at least 35,000 head of sheep.

**A Man Shot by a Snake.**—A letter in the Philadelphia Ledger states that a few days ago a man named Louman, stockkeeper in Siddonsburg, York county, Penn., was out gunning, when he discovered a large snake, and in order to secure it quickly from running away, he placed the butt of his rifle, loaded with ball at the time, upon the body of the snake, with his hand directly across the muzzle. The snake in its writings to free itself, coiled around the gun stock, and with one of its coils struck the hammer, which was down upon the cap at the time hard enough to discharge the gun, the contents of which entered the ball of the hand near the wrist and, in a diagonal direction, came out between the little finger and the one next to it. Happily no bones were broken.

**Officers in Trouble.**—It is stated that two Boston officers fell into a trap of their own making a few days since, by which one of them enjoyed a short imprisonment within stone walls. The story is thus related in the Traveller:

The Boston Association for detecting counterfeiters, despatched two of their officers to Canada, to purchase a gang known to exist there some counterfeit bills, for the purpose, if possible, of obtaining legal proof sufficient to convict the counterfeiters. They went as ordered, played the part of rogues very well, and obtained the desired bill.

The head of the gang snuck a rat, however, and by a most shrewd operation gave such information that one of the officers suddenly found himself incarcerated for having counterfeited money in his possession. The other was pursued but escaped. After a short imprisonment, he succeeded in explaining his position in the matter and was set free. Well satisfied that he had fallen into a pit which he had dug for others.—*Boston Cultivator.*

The Exeter News Letter says of the crops in New Hampshire, that Indian corn will be the largest crop ever harvested in the State, wheat and oats are good as they ever have been, and probably a larger quantity of these grains is raised in the State this year than there has been any former year. Potatoes are suffering from the rot, and in the vicinity of Exeter at least, the rot has, it is believed, committed more havoc than in any former year.

Information wanted of Thomas Ward, Laborer, who is supposed to be in Shipton, or Waterville, Eastern Townships, and was working on the Railroad there in March last. This is to inform the said Thomas Ward, that his wife has arrived from Ireland, and is now living with the Widow Connors, head of William-street, Grifflin-town, and is anxious to hear from him.

Contractors and others, who may see this advertisement, will confer a great favor by communicating this notice to the men on the line in order that by this means he may be informed of the arrival of his wife.

Montreal, 15th September, 1853.

#### DIED.

In this town on the 24th of August last, Miss Pamela Brown, aged 59 years.

On the 11th inst. Mrs. Tryphena Stevens, wife of Mr. Christopher Bryant, son, of the Township of Bolton, in the 69th year of her age, leaving a large family to mourn her loss. Her sorrow is however lessened by the assurance that their "loss is her gain."—*Can.*

At Compton, on the 11th of August, of consumption, Charlotte, daughter of Thomas Huntington, aged 13 years and 9 months.

The afflicted parents have lost two daughters with this ill disease, but derive consolation from the reflection that they have joined their two brothers in a better world.

#### Municipal Advertisements.

##### MUNICIPAL COUNCIL, COUNTY OF STANSTEAD.

**BY-LAW.**  
WHEREAS, by an Act of the Legislature of this Province, the 16th Victoria, chapter 138, certain County Municipalities are authorized to take Stock in any Railway Company for the construction of Railways passing through the said Counties respectively, and to issue Bonds or Debentures to raise funds for the payment of the same.

And whereas by another Act of the Legislature of this Province, the 16th Victoria, chapter 212, the provisions of the said first cited Act have been extended to the Municipal Councils of all Counties, Towns and Villages in Lower Canada. And whereas, in and by the last cited Act, it is provided that if the inhabitants of any one or more Townships or Parishes in any County shall be more especially interested in any such Railway than the other Townships or Parishes therein, it shall be lawful for the County Council, by By-Law, to authorize the Mayor or other person to subscribe for Stock in any such Railway, to be held by the County for and on behalf of such Townships, Parish or Parishes, provided the Councilors representing each such Township or Parish shall vote for the said By-Law.

And whereas a company has been formed to construct a Railway from the River St. Lawrence, opposite the city of Montreal, through Chamby, Shefford and to the Province Line at Stanstead, to be called "the Stanstead, Shefford and Chamby Rail Road," and whereas the construction of said Rail way will be a great advantage to the inhabitants of the Township of Magog, in the County of Stanstead, and it is expedient that the County Council do, by By-Law, authorize the taking and subscribing for Shares of the capital Stock in said Railway, to be held by the County for and on behalf of the said Township.

And whereas the Councilors representing the said Township of Magog, to wit, B. H. Ives and Samuel Hoyt, Jr., Esqrs., are convinced of the expediency and advantage thereof, and are willing to vote for such By-Law, and do vote therefor.

1. Be it enacted and ordained by the authority of the Provincial Statute, 10th and 11th Victoria, chapter 7th, that the Mayor of the said County Council is hereby authorized to subscribe for eighty Shares in the capital Stock of the Stanstead, Shefford and Chamby Rail Road Company, amounting to two thousand pounds currency, and to be held by the County for and on behalf of the said Township of Magog.

2. And be it enacted that the payment of, or the required assessment thereon, shall be provided for by Bonds or Debentures, to be issued by the said Municipality, redeemable in ten years from date, with annual interest at six per cent. per annum, such Bonds or Debentures not to be for a less sum than one hundred pounds currency each, and in such form as shall clearly and distinctly show on the face thereof that the Stock secured thereby is taken and subscribed for and on behalf of the said Township of Magog.—said Bonds or Debentures to be signed by the Mayor, and countersigned by the Secretary Treasurer of the said County Council.

3. And be it enacted that the said County Council shall have power and authority to levy from time to time, a special rate and assessment over and above all other rates and assessments upon the rateable property of the said Township of Magog, for the purpose of defraying the annual interest to accrue and grow due upon such Bonds or Debentures, together with the cost of collection, and two per cent. as a sinking fund, if advisable, and said County Council shall and may have full power and authority to collect such special rate and assessment by all legal means and before the tribunals having Jurisdiction on other Municipal rates and assessments.

Enacted at Georgeville, in the Township of Stanstead this 13th day of September, in the year of our Lord one thousand eight hundred and fifty-three.

the taking and subscribing for Shares of the capital Stock in said Railway, to be held by the County for and on behalf of the said Townships, and whereas the Councilors representing the said Township of Stanstead, to wit, Alexander Kilborn and Daniel W. Mack, Esquires, are convinced of the expediency and advantage thereof, and are willing to vote for such by-law, and do vote therefor.

1. Be it therefore enacted and ordained, by the authority of the Provincial Statute, 10th and 11th Victoria, chapter 7, that the Mayor of the said County Council is hereby authorized to subscribe for five hundred Shares in the capital Stock of the "Stanstead, Shefford and Chamby Rail Road Company," amounting to twelve thousand five hundred pounds, and to be held by the County for and on behalf of the said Township of Stanstead.

2. And be it enacted that the payment of said Stock or the required assessment thereon shall be provided for by Bonds or Debentures, to be issued by the said County Municipality, redeemable in ten years from date with annual interest at six per cent. per annum, such Bonds or Debentures not to be for a less sum than one hundred pounds currency each, and in such form as shall clearly and distinctly show on the face thereof that the Stock secured thereby is taken and subscribed for and on behalf of the said Township of Stanstead, said Bonds or Debentures to be signed by the Mayor and countersigned by the Secretary Treasurer of the said County Council.

3. And be it enacted that the said County Council shall have power and authority to levy from time to time, a special rate and assessment over and above all other rates and assessments upon the rateable property of the said Township of Stanstead for the purpose of defraying the annual interest to accrue and grow due upon such Bonds or Debentures, together with the cost of collection, and two per cent. as a sinking fund, if advisable, and said County Council shall and may have full power and authority to collect such special rate and assessment by all legal means, and before the tribunals having Jurisdiction on other Municipal rates and assessments.

Enacted at Georgeville, in the Township of Stanstead, this 13th day of September, in the year of our Lord one thousand eight hundred and fifty-three.

GEORGE GIDDINGS, Mayor.  
L. K. BENTON, Sec'y Treas.

##### MUNICIPAL COUNCIL, COUNTY OF STANSTEAD.

#### BY-LAW.

WHEREAS, by an Act of the Legislature of this Province, the 16th Victoria, chapter 138, certain County Municipalities are authorized to take Stock in any Railway Company for the construction of Railways passing through the said Counties respectively, and to issue Bonds or Debentures to raise funds for the payment of the same.

And whereas by another Act of the Legislature of this Province, the 16th Victoria, chapter 212, the provisions of the said first cited Act have been extended to the Municipal Councils of all Counties, Towns and Villages in Lower Canada. And whereas, in and by the last cited Act, it is provided that if the inhabitants of any one or more Townships or Parishes in any County shall be more especially interested in any such Railway than the other Townships or Parishes therein, it shall be lawful for the County Council, by By-Law, to authorize the Mayor or other person to subscribe for Stock in any such Railway, to be held by the County for and on behalf of such Townships, Parish or Parishes, provided the Councilors representing each such Township or Parish shall vote for the said By-Law.

And whereas a company has been formed to construct a Railway from the River St. Lawrence, opposite the city of Montreal, through Chamby, Shefford and to the Province Line at Stanstead, to be called "the Stanstead, Shefford and Chamby Rail Road," and whereas the construction of said Rail way will be a great advantage to the inhabitants of the Township of Magog, in the County of Stanstead, and it is expedient that the County Council do, by By-Law, authorize the taking and subscribing for Shares of the capital Stock in said Railway, to be held by the County for and on behalf of the said Township.

And whereas the Councilors representing the said Township of Magog, to wit, B. H. Ives and Samuel Hoyt, Jr., Esqrs., are convinced of the expediency and advantage thereof, and are willing to vote for such By-Law, and do vote therefor.

1. Be it enacted and ordained by the authority of the Provincial Statute, 10th and 11th Victoria, chapter 7th, that the Mayor of the said County Council is hereby authorized to subscribe for eighty Shares in the capital Stock of the Stanstead, Shefford and Chamby Rail Road Company, amounting to two thousand pounds currency, and to be held by the County for and on behalf of the said Township of Magog.

2. And be it enacted that the payment of, or the required assessment thereon, shall be provided for by Bonds or Debentures, to be issued by the said Municipality, redeemable in ten years from date, with annual interest at six per cent. per annum, such Bonds or Debentures not to be for a less sum than one hundred pounds currency each, and in such form as shall clearly and distinctly show on the face thereof that the Stock secured thereby is taken and subscribed for and on behalf of the said Township of Magog.—said Bonds or Debentures to be signed by the Mayor, and countersigned by the Secretary Treasurer of the said County Council.

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ulency, Acidity, &c. See the following certificate:

Rev. A. B. L. Myers—Dear Sir—In the winter of 1847-8, I suffered beyond description with Dyspepsia, and a train of other evils depended on it. I had applied to various doctors, and a number of nostrums had been recommended, but to no purpose. I procured and used two bottles of your Extract of Rock Rose, and found almost immediate relief, so much so, that I have used no other medicine since, and in fact, I can find no other, which in my deliberate opinion, can bear comparison to yours. And in all cases, when I have the opportunity, I recommend your Extract, as standing first over all others. Let all who are thus afflicted try it, and find what I have found.

Truly Yours,  
GEO. B. CONKLIN,  
West Meriden, Conn.

For sale by T. C. BUTLER, Derby Line, Vt., and dealers in Medicines everywhere.—Manufactured by Wm. Franklin & Co., New Haven, Ct. [383w2]

#### New Advertisements.

##### DRY GOODS! DRY GOODS! AT WHOLESALE.

THE Subscribers beg to inform their numerous customers in the Eastern Townships that they are receiving, per Ships "City of Hamilton," "Britannia," "Toronto," "Caledonia," "Canada," "Jane Brown," "Home," and other vessels, their full supply, consisting of the contents of

ONE HUNDRED AND SEVENTY FIVE PACKAGES OF FANCY & STAPLE Dry Goods,

which they will dispose of at the lowest possible prices FOR CASH or short approved credit.

GAVEL, STEVENSON & Co.,  
No. 282 St. Paul St., Montreal, next door to Carter and Conran. 409

##### PROVINCIAL Agricultural and Industrial EXHIBITION.

THE Committee of Arrangements have to announce that, during the week of the PROVINCIAL EXHIBITION, the fares of the different Lines of communication to and from Montreal will be reduced during the Week as follows:

Grand Trunk Railway Company from Montreal to Portland:

Passengers to and from Montreal, and any Station, one-half the ordinary Fare. Goods intended for the exhibition to be charged one way only, unless sold. Such goods to be declared to be for the Exhibition, and invoiced accordingly.

Champlain and St. Lawrence Railroad, between Montreal and New York:

Montreal to Troy, 10s.  
New York via steamboat for Troy, 12s. 6d.  
Via Hudson Railroad, 17s. 6d.  
Montreal Mail line of Steamers:

Cabin Fare to Montreal from Quebec and returning, 15s.  
Other Routes, arrangements not yet perfected, but will be at reduced rates.

JOHN LEEMING,  
Secretary.  
Montreal, Sept. 12, 1853.

##### Connecticut and Passumpsic RIVERS RAILROAD.

CARS leave the Depots of the Lowell, Boston & Maine, and Fitchburg Roads, for Saint Johnsbury, at 7:45 A. M. and 12 M., connecting at White River Junction with Trains from New York via Connecticut River line, and at Wells River with the Trains of the Boston, Concord & Montreal Road, arriving at St. Johnsbury at 4:15 and 8:30 P. M.

TRAINS leave St. Johnsbury for the East, South and West at 4:15 and 10:25 A. M., arriving in Boston at 12:55 and 7 P. M., and in New York at 7:30 and 11:30 P. M.

CARS of the Passumpsic Road run over the Northern, and Boston, Concord and Montreal Roads.

TICKETS can be purchased, up or down, over either of the above routes, to and from Boston, and New York via Connecticut River line, and New York and New Haven Roads.

ROBERT HALE, Superintendent.  
St. Johnsbury, Sept. 17, 1853.

##### THE STEAMER MOUNTAIN MAID,

WILL on and after the 19th September, run as follows, viz:

Leave Newport every Monday at 8 A. M. for the Outlet, returning same day.

Tuesdays, leaving Newport at 9 A. M., and not returning.

Wednesdays, leaving the Outlet at 8 A. M. for Newport, and return same day.

Thursdays, leave the Outlet for Newport at 10 A. M., not returning.

Fridays, leave Newport at 10 A. M. for Georgeville, and back again.

On Saturdays the Boat will proceed no farther than Georgeville, leaving that place at 1 o'clock P. M., she will pass through to the Head, calling at the intermediate landings, and return the same day.

The Boat will only call at those Landings where signals are made.

September 19, 1853.

##### WANTED,

ONE or two good Journeymen at the Saddle and Harness Business. Please apply immediately.

Persons wishing for good work, good stock and great bargains in the above business, will do well to call on

D. W. MOULTON,  
Massawippi, Hatley, Sept. 20, 1853. 409

##### WANTED.

A JOURNEYMAN MOULDER, at the Derby Line Foundry.

Sept. 14, 1853. 408

##### Hudson River Cement,

FOR sale by FOSTER, HALL & Co., Derby Line, July 13, 1853.

##### VARENNES SPRING WATER, for sale by G. R. HOLMES.

FOR SALE.

A SECOND-HANDED, Two-Horse power Threshing Machine.

S. S. PINKHAM.  
Stanstead, Aug. 3, 1853. 402

##### Portland to Montreal.

The Atlantic and St. Lawrence and the St. Lawrence and Atlantic Rail Roads being now connected together at Island Pond, will be open for public traffic on and after MONDAY, July 18, 1853. Passenger Trains will run daily (Sundays excepted) till further notice, as follows:

Leave Portland at 7:15 A. M., arrive at Montreal at 7 P. M.

Leave Montreal at 7:15 A. M., arrive at Portland at 7:15 P. M.

Leave Portland at 1:15 P. M., arrive at Sherbrooke at 9 P. M. (Lodge); leave Sherbrooke at 6:30 A. M., arrive at Montreal at 10:30 A. M.; leave Montreal at 3 P. M., arrive at Sherbrooke at 7:30 P. M. (Lodge); leave Sherbrooke at 6:30 A. M., arrive in Portland at 3:15 P. M.

Passengers purchasing through tickets to Montreal, wishing to stop at the White Mountains, or any station between Portland and Montreal, their tickets will be good on any other train.

Fare between Boston and Montreal \$7  
Portland 6  
Freight Train leaves Portland for Montreal daily at 7:15 A. M.

S. T. CORSER,  
Sup't At. and St. L. R. R.

##### Stanstead County Races.

TO come off over the Course near Pope's Tavern, Barnston, on Thursday the 29th instant, when the following purses will be run for:

The Trial Stakes of \$--  
For 3 and 4 years olds. Heats, once around the course, catch weights, entrance \$2.50.

The Farmers' Purse of \$--  
Open to all Horses. Heats, twice around the course. Weights, three yr. olds, 7st. four yr. 7st. 7lb., five yr. 8st., six and aged, 8st. 7lb. Entrance \$3.

The County Purse of \$25.  
Open to all Horses. Heats, twice around the course. Weights, three year olds, 7st., four yr. 8st., five yr. 9st., six and aged, 10st.—Entrance \$1.

The Consolation Purse  
For beaten horses. Heats, once around the course—catch weights—entrance \$2.

Post entry for all the races. Two horses to start for each race or no race. The races to commence at 11 o'clock, A. M. The course is now open for training.

JOHN FLEMING, Sec'y.  
Barnston, Sept. 5th, 1853. 407-2

##### D. C. SUTTON, TANNER AND CURRIER, and Boot & Shoe Manufacturer,

Massawippi Village, Hatley, Is prepared to furnish Harness, Upper and Grain Leather.

Of the very best quality, at moderate prices. In connection with the Tanning business he manufactures

BOOTS & SHOES FOR THE WHOLESALE AND RETAIL TRADE.

Among his stock may be found Mens' and boys' thick Calf and Kip Boots, Ladies' Kip Walking Shoes,

do Silk and common Lasting Gaiter Boots, do do Half Gaiters, do Spring heeled Slips, do French Kid Slips, do Excelsior cut common Slips, do Pegged Grain Leather and Calf Shoes and Booties.

MERCHANTS will be supplied on the most reasonable terms.

\* Boots and Shoes made to order.

All work from this establishment warranted.

Cash and the highest price paid for Sheep's Pelts.

##### Six Journeymen Wanted,

At the above Manufactory, on thick and thin work, and also a FOREMAN, well acquainted with all branches of the Boot and Shoe business

