Huron Signal.

WEEKLY EDITION.

W. T. COX, Editor and Proprietor.] The Greatest Possible Good to the Greatest Possible Number."

$1.50 PER ANN. IN ADVANCE] GODERICH, C. W., THURSDAY, JUNE 23, 1864. [VOL. XVII.—NO. 2[

DROWNED.—A band boy of the Fusiliers, named Ward, who, together with some other private soldiers, was enjoying a sail in a small skiff on Saturday evening, was unfortunately drowned by the upsetting of the same in the neighborhood of Molson's Wharf. The men were saved, but the poor child, the smallest drummer in the regiment, sank and his body has not yet been recovred.—*Montreal Witness.*

Defeat of the Ministry.

ANOTHER CRISIS!

On Tuesday afternoon Mr. Brown presented the report of the Select Committee appointed to enquire and report on the important subject embraced in the dispatch to the Colonial Minister, addressed to him on the 2nd Feb., 1859, by Hon. Messrs. Cartier, Ross and Galt. They begged leave to report that the Committee have held eight meetings, and have endeavored to find some solution for existing difficulties likely to receive the assent of both sections of the Province. A strong feeling was found to exist among the members of the Committee in favor of changes in the direction of a federative system, applied either to Canada alone, or to the whole British North American Provinces, and such progress has been made as to warrant the Committee in recommending that the subject be again referred to a Committee at the next session of Parliament. The following note was appended to the report:—The Committee differed as to the adoption of the report, and the yeas and nays being called for, were taken down as follows:—Yeas—Messrs. Cartier, Galt, McDougall, Cameron, Holton, Turcotte, McGee, Chapais, Brown, Mowat, McKellar, Street; nays—Messrs. J. A. Macdonald, J. S. Macdonald, Scoble.

Mr. Brown suggested that the report should be printed, with the votes and proceedings.—Agreed to.

Mr. Dunkin said if he had been present he would have voted with the nays. Mr. Dickson, who had been present at the Committee meeting all the morning, and would have voted yea on the above division, was compelled to leave the Committee room to attend an Election Committee just before the vote was taken.

A number of bills were then read a third time and passed.

Mr. Galt then moved that the Speaker do leave the chair for the House to go into Committee of Supply.

Mr. A. A. Dorion moved, in amendment, that the Speaker do not now leave the chair, but that it be resolved:—That an humble address be presented to His Excellency the Governor General, representing that payment of $100,000 was made from the public chest, without the authority of parliament for redemption of bonds for a like amount of the city of Montreal, which bonds were redeemable by the Grand Trunk Railway Co., that, by the terms of the Order in Council of the 1st June, 1859, the Receiver General was authorized to redeem the said bonds, on account of the city of Montreal, and to hold the same until the amount, so advanced, ($100,000 with interest at 6 per cent), be repaid to the Government by the city of Montreal, subject to the condition that the said city do immediately levy the necessary rate to meet the indebtedness under the Municipal Loan Fund Act, and that the amount, so advanced, be repaid within three months; that the said city, having fulfilled the conditions of paying its indebtedness under the Municipal Loan Fund Act, the bonds in question were delivered by the Receiver-General to the City Treasurer on the 15th September, 1859, whereby all claim against the City of Montreal for said advance was relinquished; that under instructions, of the then Minister of Finance, conveyed in a letter dated London, 28th December, 1859, addressed to Mr. Reifenstein, of the Receiver-General's department, the amount of the said advance was transferred to the debit of the Financial Agents of the Province in London, who deny that they ever consented to become liable therefor. That in view of the facts above recited, this House would be failing in its duty if it did not express its disapprobation of an unauthorized advance of a large amount of public money, and of the subsequent departure from the conditions of the order in Council under which the advance was made."

The amendment was seconded by Mr. McDougall.

On Wednesday, the debate on Mr. Dorion's motion was resumed, and, after the members of the present Ministry who were parties to the transaction complained of had received a severe scathing, the vote was taken as follows:

Yeas—Ault, Bell (Lanark), Biggar, Bourassa, Bowman, Brown, Burwell, Caron, Chambers, Coupal, Cowan, Dickson, A. A. Dorion, Eric Dorion, Alex Dufresne, Dunkin, Dunsford, Fortier, Gagnon, Geoffrion, Holton, Houde, Howland, Huot, Labreche, Viger, Laframboise, Lajoie, D. A. Macdonald, John Macdonald, J. S. Macdonald, Alex. Mackenzie, Hope Mackenzie, McConkey, McDougall, McFarlane, McKellar, Mowat, Munro, Notman, O'Halloran, Paquet, Parker, Perrault, Pauliot, Rankin, Remillard, Walter Ross, Rymal, Scatcherd, Scoble, A. M. Smith, J. S. Somerville, Stirton, Thibaudeau, Thompson, T. C. Wallbridge, Wells, White, Amos Wright—60.

Nays—Alleyn, Archambault, Beaubien, Bell (Russell), Bellerose, Blanchet, Bown Brousseau, Buchanan, Cameron, Carling, Cartier, Cartwright, Chapais, Cockburn, Conger, Cornellier, Daoust, DeBoucherville, Denis, Duckett, Joseph Dufresne, Evanturel, Thomas Ferguson, William Ferguson, Galt, Gaudet, Harwood, Higginson, Irvine, Jackson, Ford Jones, Francis Jones, Knight, Langevin, LeBouttillier, J. A. Macdonald, McGee, Morris, Pinsonneault, Rose, J. J. Ross, J. S. Ross, Shanly, Simpson, Street, Sylvain, Tasse, Turcotte, Walsh, Wilson and Alonzo Wright—58.

The result of the division having been declared,

Mr. John A. Macdonald moved that the House do now adjourn.

The motion was carried amidst Opposition cheers, and the House adjourned at a quarter to twelve o'clock.

The floor of the House for some time afterwards presented a lively scene, members in excited groups, discussing what result would follow the vote just given.

FATAL ACCIDENT.—A young son of Mr. Grass, of Collins' Bay, while taking a pair of horses to pasture last evening, received a kick by which his skull was extensively fractured; and although surgical aid was at once obtained, it was of no avail, and he died this morning. The lad was about ten years of age. *Kingston News, 13th.*

Huron Signal.

GODERICH, C. W., JUNE 17, 1864.

DEFEAT OF THE "STRONG" MINISTRY!

The growing weakness of the new Ministry culminated last Wednesday night in the defeat so confidently anticipated. It is a significant fact that the break-down occurred upon an adverse motion based on one of the Grand Trunk transactions of the leaders of the men now in power.—They have pandered to the formation of the huge monopoly, and on the principle that men's sins will surely find them out, it is meet that their wrong-doing should rebound upon their own heads. The probability is that the Ministry will advise a dissolution of the House, but in face of the fact that we had a general election in 1861 and another in 1863, it is thought Lord Monck will not give his assent.—Nothing short of gross corruption can change the relative strength of parties. Why did not John A. advise his colleagues to resign on the spot?

Visit of the Great Western Railway Authorities to Goderich.

(Reported for the Huron Signal.)

On Tuesday, the 4th, the President of the Great Western Railway, Mr. Alderman Dakin, Thomas Faulconor, Esq., Director, Brockstone Baker, Esq., Secretary, accompanied by Thomas Swinyard, Esq., General Manager, and George Lowe Reid, Engineer, paid a visit to Goderich. The citizens of the town bestirred themselves to prepare a suitable reception. Unfortunately, however, some mistake occurred in the telegram announcing that they would arrive on Thursday instead of Tuesday. At a late hour Mr. George Rumball, of the firm of VanEvery & Rumball, learnt the error, and he was fortunately at home to meet the gentlemen, though he had been invited to a pic-nic at which most of the citizens of Goderich were present. He had the honor of escorting Mr. Alderman Dakin and party through the town, and of pointing out the advantages of the Port and Harbor of Goderich and other objects of interest. Mr. Rumball after this charged himself with communicating with the leading citizens the fact of the arrival of the Great Western gentlemen, when it was arranged to invite them, as their time was limited, to a *dejeuner* at eight o'clock on the following morning, (Wednesday) at the Maitland Hotel. The morning was most magnificent, and after an early inspection of the Buffalo and Lake Huron depot, grain elevator, &c., the Great Western gentlemen were met at the Maitland House by the following:—The Mayor, John Galt, Esq., Mr. Sheriff Macdonald, Geo. Rumball, Esq., and Messrs. Mackie, VanEvery, Horton, Widder, Detlor, and other gentlemen.

After partaking of a breakfast which did great honor to the host Mr. Wilson, Mr. Watson, the Mayor, rose to propose the health of the President of the Great Western Railway, and the gentlemen accompanying him. He said he was happy to meet them at Goderich, and hoped their visit would eventuate in good to the town, and that the favorable impression which their inspection of it had made upon their minds would promote a closer alliance with the Great Western Railway and the town and district of Goderich, and be beneficial in many other respects.

Mr. Alderman Dakin, in rising to respond, said that, although through a mistake in the telegram announcing their intended visit, their reception had been less formal than the worthy Mayor and his friends intended, it had been none the less hearty and cordial. After paying a well merited compliment to the beauty of the scenery, the salubrity of the air, and the apparent fertility of the soil, he said that his visit to Goderich had convinced him that it stood on the direct highway to the great west, and that it was a natural and convenient port which nature seemed specially to have designed for the shortest land communication with Ontario. He thought it was an outlet for traffic which ought not to be neglected, and his experience had shown him that any attempt to divert commerce from the routes which are the shortest and most direct, could never result in satisfaction to the forwarders or the public. The nearest and less expensive route was the one that should be cultivated, and he could assure the gentlemen present, both for himself and his colleagues, that whatever they could do to promote the prosperity of the districts, naturally in connection with the Great Western Railway, would be done with a feeling that they were not only doing their duty to the Province and the public at large, but enhancing the value of the property especially entrusted to their charge. As commercial men, they all know that any common arrangement calculated to promote the interests of the parties concerned in it must contain the elements of mutuality, and if in the course of time the B. & L. H. R. Co. should see it to be the interest of the proprietors to bring about a closer connection with the Great Western Railway, for the advantage of the districts through which their respective lines pass, and for securing free access by the shortest route between lake and lake, and thereby promoting the natural sources of traffic for the benefit of the two roads, it would give him and his friends of the Great Western the greatest satisfaction. He then referred to his connection with the municipality of the great metropolis of England, and said he was aware of the great value of municipal institutions as safe-guards of liberty and security for maintaining self-government. With these sentiments he would propose the health of the worthy Mayor of Goderich, Mr. Watson, and prosperity to the Town and Port. He added that he felt deeply sensible of the kindness and cordiality which had been shown to him and the gentlemen with him, and he should ever have regretted if he had left Goderich without the occurrence of that pleasant and hospitable meeting, knowing that it had been the desire of citizens of Goderich to extend their hospitality to them as strangers.

The Mayor briefly returned thanks, and said he felt sorry that limited time and circumstances had prevented such a meeting which they, as residents and commercial men of Goderich, would liked to have shown.

MR. SWINYARD, the General Manager of the G. W. R., then rose and said he felt that a duty devolved upon him, the omission of which would be the cause of much anxiety.—He had before visited Goderich, and had then met with the same kind expressions and cordial feelings which had been shown on the present occasion to the friends he had now had the pleasure of bringing to Goderich.—It was only six weeks ago that he was at Goderich, and although he had come without notice, and desired simply to make acquaintance with the place in a quiet and sedate manner as became him, no sooner had Mr. Galt, who happened to be on the same train, found out his destination than he offered him every information in his power, and, with Mr. Rumball, introduced him to gentlemen whose acquaintance he then formed, and which he hoped would now grow and continue. He therefore felt that he was deeply indebted to Mr. Galt, a gentleman possessing such intimate knowledge of the town and district, one of its earliest pioneers, and one who had the esteem and confidence of those far and near. He could not for an instant allow the party to separate without thanking Mr. Galt in the sincerest manner for the kindness he had shown on a former occasion, and also for the great hospitality which, in common with the other gentlemen present, he now displayed to their President, Mr. Alderman Dakin, Mr. Faulconer, Director, and to Mr. Brackstone Baker, their excellent Secretary. In conclusion, Mr. Swinyard proposed the health of Mr. John Galt, which was received with applause.

Mr. GALT rising, said that although he was so unexpectedly called upon and alluded to by Mr. Swinyard in terms so eulogistic, yet as an old resident of Goderich, he must express the great pleasure he felt in meeting the gentlemen of the Great Western Company. It was true that he was thoroughly and practically acquainted with the traffic and resources of the B. & L. H. line, and the business that could be brought upon that railway by means of the magnificent Lakes Huron and Ontario, and he fully appreciated the remarks made by Mr. Alderman Dakin, that any arrangement which diverted traffic from its natural course was an obstruction to its full, complete and satisfactory developement, and unprofitable to those coercing it. He looked upon the interests of the B. & L. H. R. precisely in the same light now as he did when it was originally contemplated to construct a railway from Goderich to Hamilton, and he was as firmly convinced as ever that that was the arrangement which the residents and commercial men along the line of the B. & L. H., as well as the proprietors of the railway itself, ought to promote instead of creating an unnatural and circuitous outlet. He expressed his thanks to Mr Swinyard and the other gentlemen who had done the honor of visiting them, for the kind remarks which had been made.

Mr. BRACKSTONE BAKER said, that although Mr. Swinyard had intimated that time was up, and that the special train was waiting for them, there yet remained an important duty, a duty no less important than gratifying, viz: to propose "The health of Mr. George Rumball, the giver of the feast," and, he said, although Mr. Rumball might be disappointed in the demonstration made, to that he had intended to have given, he assured him of the pleasure the meeting had afforded to them all. With regard to Goderich, he fully agreed in the remarks made by Mr. Alderman Dakin of the beauty and salubrity of their good town. He could not help thinking, as he stood last evening watching the setting sun in the far West casting its slanting beams on their waters, that it was indicative of the vast stream of traffic which will yet flow to their port; and their town, instead of containing only some 3,000 or 4,000 inhabitants, would have at least 15,000 or 20,000. Goderich, he believed, was named after Lord Goderich. Before that noble lord attained the peerage, he was known by the sobriquet of "Prosperity Robinson." He hoped their town would still deserve the name of "prosperity Goderich." In concluding, he proposed the health of Mr. George Rumball.

GEORGE RUMBALL, esq., replied at considerable length, entering into the merits and advantages of the port of Goderich, and a connection with the Great Western Railway. He quoted statistics and facts showing conclusively the great advantage it would be to the Buffalo & Lake Huron Company, and especially to the large and important district between Goderich and Stratford, of having a free and uninterrupted interchange of traffic with Hamilton by the Great Western Railway. He said how manifestly contrary to common sense it was that they should be coerced into sending their consignments from the West a hundred miles further by water, and fifty miles further by railway, via Sarnia, than if they were forwarded via Goderich to Hamilton. This visit of the Great Western Directors from England would no doubt be of the greatest importance in enlightening the minds of the proprietors of the B. & L. H. R. to their true interests. Their personal inspection of Goderich, and their practical acquaintance with the great natural resources of the district, and of their transportation facilities would no doubt be sought for on all sides on their return to the mother country. The information which they could now impart would be most reliable, while it would no doubt be a satisfaction to them to reply to the enquiries of their numerous friends, and be beneficial to the interests of the Province, and especially to the shareholders of their own and the B. & L. Huron line. It was a well-known fact that the English Directors of our Railways frequently made grave mistakes in the selection of the Canadian Directors of their respective lines, many of them being almost entirely unacquainted with the business habits of the people and the wants of the country, and some of them, as was the case with the late manager of the B. & L. H., Mr. Carter, by their arrogance and arbitrary conduct, completely alienated the sympathies of those with whom it was to their duty to co-operate. The consequence was that our railways seldom proved as remunerative as they would have done under more favorable circumstances, and the blame was laid upon Canada and the Canadian people. This should be avoided, as no company, however powerful they might be, could hope to succeed without having first secured the confidence and co-operation of the business public. The English Directors of the G. W. R. were to be congratulated on the extremely happy appointment of their present courteous, gentlemanly and efficient Manager, Thomas Swinyard, Esq. (Hear, hear.) In him they had a gentleman who lost no opportunity of making himself acquainted with the resources of the country, and the diversified wants of its inhabitants. All who had the pleasure of making his acquaintance either in a business or private capacity had left him with a feeling of friendship and admiration of his business talents. He (Mr R.) was sure that the business of the Great Western would flourish and extend under his able management, and it was to be hoped that the people of this section in consequence of the connections which he might be able to effect would be sharers in the prosperity of the line. He said that their visit had afforded them (the commercial men and citizens of Goderich) the greatest pleasure, and he hoped that the result would be an establishing of closer connection between their line and the town of Goderich, and the B. & L. H. R., and be the forerunner of other visits which he hoped would be fruitful of good results to all concerned. He thought that the Great Western Co. deserved the thanks of the whole Province for the firm and independent stand it had taken against the great monopoly of the Grand Trunk, which was seeking to absorb their whole railway interest into its own hands. If that unfortunately should occur, he was certain their independence would be gone, and he hoped that every exertion would be made by the residents of this western district to avert such an event.

At the conclusion of the proceedings, the Directors took a special train for London.

JOTTINGS OF A TRIP TO WASHINGTON.

Left Goderich on the Buffalo and Lake Huron Railway at 7:30, A. M., 20th May, 1864, and while journeying along (notwithstanding the protracted backward spring) it was pleasing to observe the activity of the husbandmen, and the bud of spring, which gave cheering encouragement to hope in the precious promise of the seasons. Could one judge of the quality of the land in the different Counties by what is seen from the railroad, there would be no hesitation in promising favorably of Perth and Brant. The improvements in the vicinity of Brantford show very plainly what genius and enterprise can accomplish. At 5:45, P. M., landed safely on Brother Jonathan's territory, in the busy city of Buffalo, and, after enjoying the kind hospitality of a friend, left at 10:25, P. M., on the New York and Erie Railroad. Next morning, after enjoying the luxury of a sleeping car, was delighted with the scenery while running along the course of the Susquehanna and Deleware Rivers; and on remarking, when passing through Orange County, of seeing scarcely any crops but grass, was informed that that was the most profitable there, as they furnished milk for the city of New York. The number of milch cows at some stations gave some idea of the extent of the traffic. At Patterson, 17 miles from New York, the first appearance of anything in shape of a military display, or that would indicate the warlike state of the country, was at that station, where about a dozen of soldiers came on the train, and, as they were unable to obtain seats, their overbearing, threatening manner, was a disgrace to any people; but as some of them had evidently been imbibing rather freely, some might have excused their high-handed proceedings, but as the Iron Horse did not stop to listen to their foul imprecations, it was evidently a relief to not a few when we landed safely in Jersey City. New York, the great Commercial Metropolis of the Republican Empire, presents itself in all its magnitude, and to see the extent of the city, almost surrounded by a fleet of vessels, is to a stranger really imposing and grand.—The facilities for crossing the ferries, and traversing the streets by rail cars, and the thousands who daily and hourly avail themselves of these is really astonishing, and were the hotel and cab charges on a par with those of the ferry boats and street cars, strangers would have no cause to complain. To attempt to particularize would be out of the question. The Central Park, where thousands assemble on the Sabbath afternoons, must have cost New York a handsome sum of money. The incessant noise of vehicles and street cars makes the Sabbath in New York anything but a day of sacred rest. To appreciate the lions, you must see them. I had the pleasure of hearing, both morning and evening, the Rev. Henry Ward Beecher, of Brooklyn, but I must say that the description given of the clergyman (by a certain lady referred to by Rev. Dr. Guthrie) "that there was nothing either interestin' or divertin' in him," cannot be applied to Mr. Beecher, for he is certainly rich in both these qualities. It's one thing to read one of his sermons from the *Independent*, but quite a different thing to hear one from the lips of one of the greatest of living preachers. His illustrations are rich, his simplicity and peculiar manner is admirable, and the kind attention shown to strangers by the managers of that immense congregation is highly creditable to them as a christian people. On Monday, at noon, the departure of the steamship for California, with her crowded decks, was evidently a sorrowful departure to not a few, if one might judge from the expression of countenances and the flow of tears to be seen amongst those on the dock, who were evidently parting from those near and dear to them. Left New York at 7:30, P. M., and reached the city of Wilmington, Deleware, at 1 a. m. The population of Wilmington is about 25,000; it is situated between the Brandywine and Christina Rivers, and close by the Deleware. After passing Wilmington, guards of soldiers are to be seen along the road at different places, at Havre de Grace, Bush, and Gunpowder Rivers, &c. Having a few hours to spare in Baltimore, went, and for 13 cents was allowed to ascend the dark winding stair-case to the top of Washington's Monument, from which one gets a fine view of the great Monumental City. On leaving Baltimore there is considerable camp and temporary barrack accommodation, but not a great number of soldiers, as they are gone to Virginia to *chastise* Gen. Lee. Annapolis Junction seems a delightful locality to recruit the wounded, and extensive wooden buildings are erected there as barracks. On approaching Washington, the first thing that presents itself is the Dome of the Capitol. That building the Americans have just cause to feel proud of. It is a magnificent structure. Whatever restraints they may put on other liberties, one commendable feature is, that there is no *Red Tupeism* about a stranger getting to see the capitol. He may come 1000 miles, and it will not be necessary for him to know, or get an introduction to some member, to get a ticket of admission to the gallery of the House of Congress when in session. They are a fine-looking body of men, but I thought they might have been better employed than endeavoring to pass a resolution authorising the President to give the required notice to terminate the Reciprocity Treaty. A continuous rain during the brief stay in Washington prevented anything about the city being seen to advantage, except the yellow mud, which is in great abundance.

During a brief sojourn in Wilmington when returning, (which is about 28 miles from Philadelphia) a visit to some of its manufacturing establishments was very interesting.—Several extensive Foundries, a Morocco and Patent Leather Manufactory, Cotton Mills, and the Machine Shops, and Ship Yard, where were two iron vessels on the stocks, and a rather formidable craft, an Iron-clad Monitor, fast approaching completion, which must prove a dangerous foe to encounter. A butt from such a ram and wooden walls would be "non est." But a visit to one of its churches, (on Sabbath evening) with a colored congregation and preacher, showed a sad and truly lamentable state of things. To find such an exhibition of ignorance in a city where money seems to be lavished on improvements without stint, and in a country *said to be fighting for the abolition of slavery.* That no good Samaritan, church members, in the absence of ministers, could be found to occupy such a mission-field, and to speak a few simple, plain words from the Book of Truth, to such a people, can only be accounted for from the stubborn fact that Deleware is still a slave State, and colored people are still held in it by their fellow mortals as goods and chattels, and, in addition to this, when colored people who are not slaves are guilty of crime, their punishment may be a number of lashes, and a fine of $50 or upwards, which, if they are not able to pay, the generous and enlightened wisdom of the state, to meet the ends of justice, sell the poor colored men for such length of time as the court, in its notion of colored justice, may think fit. So much for the growing spirit of emancipation in that great enlightened country. Philadelphia, the City of Brotherly love, the great Quaker City of the continent, is a sight, or rather an accumulation of sights, that one might feast on for some time. The regularity with which the streets are laid off at right angles is a great improvement to the zig zag streets in New York. As to the result of this cruel war subduing the South, some of the Americans are sanguine of success, and others are not.

"Home, sweet home, be it ever so homely, there is no place like home."

C. D.

Goderich, June 11, 1864.

THE AMERICAN WAR.

Grant's Change of Base.

He is now on James' River, South of Richmond.

Morgan' Forces Dispersed in Kentucky.

War Department, Washington, 13th midnight—To Major Gen. Dix, New York.—We have dispatches from the Army of the Potomac as late as 8 o'clock this morning. The movement was at that hour in successful progress. No reports to-day from Sherman. The following despatch from General Burbridge, commanding in Kentucky, has just reached here:—"I attacked Morgan at Cynthiana at daylight yesterday morning, and after an hour's hard fighting completely routed him, killing 300, wounding nearly as many, and capturing 400, besides recapturing nearly 100 of Hobson's command, and over 1,000 horses. Our loss in killed and wounded was about 150. Morgan's scattered forces are flying in all directions; have thrown away arms; are out of ammunition, and are wholly demoralized. Despatches from Butler, at 9 o'clock this morning, indicate no change in his command. No further intelligence has been received from General Hunter.

"E. M. STANTON."

New York, June 14.—*Herald* says:—It is now disclosed that the army under Grant has effected a change of base to the James river. All the movements of that army since the battles of Friday, June 3rd, have aimed at this consummation, which is shadowed forth though not declared in the following despatches:—"The raid of Sheridan, the destruction of railroads and the investment of Fort Darling, with a view to open the James river for our gunboats, seem to indicate that every available force is to be employed in the next offensive movement."

Special to the *World*: Washington, June 13.—Several boys have arrived from White House to day, leaving there last night. They bring no news proper for publication. But little skirmishing has occurred for a few days. There was much anxiety to hear from Sheridan's raid. It was to be a long and important one. The city has been filled with the rumor to-day that Fort Darling is again largely invested and must soon surrender, thus allowing gunboats to pass up the James River further towards, if not into, Richmond.

Special to the *Times*: Headquarters, Army of the Potomac, June 11, p. m.—The past few days have been quite uneventful to the Army of the Potomac. Our lines are scarcely nearer the enemy than was the position at the close of the battle on Friday, more than a week ago. Both armies have been enjoying the repose which was needed after the hard fighting and rapid marching of three weeks' campaigning from the banks of the Rapidan. From present indications, it is not likely that there will be fighting for several days to come, but the storm is brewing, and may burst in quarters least expected by the enemy.

Herald's correspondent off Point of Rocks, Appomattox river, Va., 10th:—At 8 a. m. on the 9th instant the gunboats Commodore Perry and General Putman opened fire on the rebel Fort Clifton, near Petersburg, which was readily answered by the gray backs.—The Commodore Perry lay up the right branch of the river above Fort Waltham, a distance of between 3 and 4 miles from the rebel Fort, while the General Putman, being of lighter draft, ran up the left branch within one and a half miles of the rebel works, and delivered her fire with such precision as to cause a partial abandonment of their works; but from a masked battery to the right of the main works an incessant fire was kept up on us until towards noon, when the fire from the gunboats having silenced the guns of the main fort, they directed their fire entirely at this interesting object on the right, which had been a source of great annoyance to us during our engagement with the main battery; but it was evident that the rebels did not relish our mode of doing business, and they retired. The firing from our side continued at intervals throughout the day. No damage was done to the gunboats engaged. It was a splendid affair, and reflects great credit on the officers and men of both vessels.

Lexington, Ky., June 13.—Capt. Dickson telegraphs to Gen. Carrington as follows:—"Gen. Burbridge gave the rebels a total defeat at Cynthiana yesterday morning. The rebel loss is 300 killed and 400 prisoners, besides the wounded. Their force exceeded ours. Morgan's command is divided and utterly demoralized; they are trying to get off in small squads. Colonels Hanson and Garrard are pursuing Morgan himself with a few hundred men, north-east of Cynthiana. Gen. Burbridge, with part of his force, has returned here."

New York, June 14.—Valparaiso dates to the 17th May state that the whole Chilian and Peruvian coast was highly excited at the recent Spanish occupation of the Chincha Islands. Two Ministers of State and Finance of Chili had been compelled to resign, on account of proposing a settlement of difficulties by diplomacy, and new ministers appointed. The Chilian navy is being augmented. The frigate Chili is being armored. The principal ports being fortified, and large subscriptions, being added to that of Congress, to place the country on a war footing, and to aid Peru in resisting the Spanish invasion.—Naval vessels being ironclad, and a monitor will soon be launched. People unanimous in resistance to the Spaniards. Bolivia, Columbia, Equador, and the Argentine Republic are also preparing to assist Peru.

New York, 14th.—*Herald's* correspondent says, Sherman's losses have amounted to 10,000 wounded, all of whom have been taken to Nashville and Louisville and are in favorable condition. The numerical force of the army has not been reduced by the losses, but has increased from the time he left Chattanooga, and it is believed he is stronger by many thousands at Marietta than he was at Resaca.

ARRIVAL OF THE SCOTIA.

RUMOURS OF INTERVENTION.

THE DANISH QUESTION—WARLIKE NEWS.—BREADSTUFFS BETTER.

NEW YORK, June 15.—The steamship Scotia, which left Liverpool at 2.30 a. m. on the 4th of June, and Queenstown on the evening of the 5th of June, arrived at 7 p. m.—The North American, from Quebec, arrived at Queenstown short of coals, on the 2nd inst. The Paris correspondent of the London *Times* learns that the French Government has sent two delegates to America—one civil and the other military, to ascertain and report upon the real prospects of the belligerents. It is also asserted that overtures have been made by France to the English Government, with a view to devise means of putting a stop to the frightful carnage. The London *Times* reviews the affairs in Virginia as unfavorable to the Federals, and is prepared to hear of Grant's failure. The *Morning Star* regards the Northern prospects more favorably, and denounces the Southern coloring given to affairs by the *Times*. The *Army and Navy Gazette* thinks that Grant, so far, has produced no result commensurate with the hopes and sacrifices of the North.—Mr Layard, in the House of Commons, said that the Government had not yet received the decision of the United States Government relative to the court-martial on acting master Donovan for the alleged murder of the mate of the Anglo Saxon. He also said that the Government had no information that a British steamer had been searched in a Federal harbor by Federal officers, and newspapers among private baggage removed. The reported negotiations for the amalgamation of the Inman and National lines of New York steamers are without foundation. There are very favorable anticipations for the next Egypian cotton crop. Advices from Denmark continue very warlike. There are many indications that the war will go on.—Spanish advices indicate an early settlement of the dispute with Peru. The cession of the Ionian Islands to Greece was formally completed.

LIVERPOOL, June 4, 9 a. m.—Breadstuffs—Flour more enquired for, and 6d per barrel dearer. Wheat firmer, and generally 1d to 2d per central dearer.

LATEST QIA QUEENSTOWN.

QUEENSTOWN, June 5.—The Arica, from Boston, arrived to day.

LIVERPOOL, June 5, p. m.—Reported sale of the rebel cruiser 'Georgia' having been effected at Liverpool. No particulars. The Paris *Moniteur* publishes details of French victories over the insurgents at Geris, indicating that the insurrectionists must soon be forced to disperse.

SHANGHAI, April 22.—Gen. Gordon defeated the rebels at Waisoo, and expected an early surrender of Nanking and Soorhusuf.

MELBOURNE, April 25.—New Zealand advices report two severe engagements, in one of which the English troops suffered a reverse. No immediate prospect of the close of the campaign.

Arrival of Maximilian in Mexico.

HE PROCEEDS TO THE INTERIOR.

NEW YORK, June 14th.—The steamer Mexico from Havana on the 6th instant, brings the following:—

HAVANA, June 6.—The British mail packet Clyde arrived yesterday, with news from the city of Mexico to the 26th ult., and Vera Cruz to the 1st inst. Maximillian arrived on the morning of the 28th ult., at Vera Cruz, in the Novara, having touched at Maderia and Martinique, at the latter place for coals, and where the new Emperor liberated and carried with him four of the prisoners condemned by Gen Forey. He also liberated eight more and paid their passages to Vera Cruz, and distributed 2,000 francs among the remainder and promised to attend to their fate immediately on his arrival at the city of Mexico.—Almont was at Cardova and did not arrive till 5 p. m., when he went on board the Novara, accompanied by the authorities of Vera Cruz. After several pretty speeches of no importance they returned. Before daylight on the 29th, the Emperor and Empress landed, amid a salute of 101 guns by the squadron, which was returned by the forts. The keys of the city were presented to them on their landing. They went immediately to the depot and took train for Loma Alta, a distance of 45 miles and the terminus of the road, breakfasting at Soledad, there they took carriages, and arrived at Carrooda late at night, and on the 30th at 1 p. m., entered Orizaba which is the last we heard of him.

Gen Donai on the 13th ult., is reported to have had a fight at Nochistlan. It began at 5 p. m., and lasted an hour. He reports to have captured 100 men, 150 horses, and four pieces of artillery, and to have killed 200.—The enemy's force consisted of 400; General Donais loss was 4 killed, 20 wounded. Gen Mejia reports that he defeated Gen Doblado on the 17th ult., at Matchaalo, and took 1,117 prisoners, 47 pieces of artillery, 27 wagons, 200 mules, and a large quantity of arms and munitions.

A skirmish is reported at Valparaiso, near Acotecas, in which the French are reported to have killed 120, captured 700 men, 8 cannon, 500 small arms and 200 horses. Gen. Ortegh is reported to be at Majac with considerable force; this is only 44 miles from Guadalajara.

Gen Vidaurri is at Lanodo, in Texas.

There is nothing from San Domingo, and nothing of consequence has taken place here.

Signs of the Times.

Beginning with the defences of Charleston, (the one great success to our arms, amid the disasters which befel our cause, during the last summer and fall), to our late victories in Florida, North Carolina and Louisiana, the Giver of all victory seems to have rebuked our foes. In the revolution of 1776, the victory of Fort Moultrie, in the Bay of Charleston, was the first signal rebound, amidst the deepest depression of our cause, which carried us on to successful independence. May we not hope that history is about to repeat itself; and that again this glorious bay, the gonfalon of victory lifted here, will pass on from battle-field to battle-field, until it waves over us an acknowledged power among the nations of the world! Here the grand movements for Yankee domination began. Here, when this righteous cause was most depressed, rose up courage and endurance which rebuked despair, and fired anew the grand spirit of a deathless resistance to our foes. Here, even amid the ruins with which our foes have crowned our city, in silence and desolation, sits enthroned the spirit of our new-born Confederacy, suffering, but patient, calm, but defiant, grand and unconquerable. From the crumbling walls of Fort Sumter the voice of hope has gone out to the utmost limits of the Confederacy, and finds an echo in the triumphant shouts of victory which passes from State to State, as our Yankee foes goes down beneath our arms. May we not humbly trust that the Omnipotent Disposer of the destinies of nations, is triumphantly carrying us through the Red Sea of blood, with which it has pleased Him to baptize our cause; and that buffeting a few more waves, the happy stores of peace and independence will be ours. The blasphemous buffoon who began the war, seems fearful of the fate which awaits him.—Now ordering the levy of conscripts, and then recalling the order—now forcing the negroes into the ranks, and then leaving them behind—now threatening States with a levy for troops, and then begging them to send them—he presents the spectacle of an agitated and desperate combatant in a desperate cause.—*Charleston Mercury.*

Fatal Accident in Irishtown.

On Sunday, 12th June, Edward, son of Patrick deCantillon, Teacher, aged nine years, came to his death by being pitched out of a waggon while the team was running away. Mr. deCantillon sent his son over to Mr. Mac Ardle's with his horse to hitch up both horses and drive both families to Church, thinking the boy would ride back with the team. Mr. McArdle hitched up the team and intrusted it to the boy. His father being gone, the child drove on in order to overtake him. The horses took fright and ran away over the roughest and worst causeway in America.—Mr. Maloney attempted to stop the runaway team, but failed; the reins were loose and the boy was clinging with both hands to the waggon box, crying, crying "woi woi" with all his might. The bottom of the box flew from under him, and twenty-five rods further on, opposite Mr. Carroll's Weaving establishment, Mr. Maloney found the lifeless body of the boy. The news of the dreadful calamity was conveyed to the parents in Church, where a scene occurred which baffles description, the agony of the parents and friends being most intense. An Inquest was held on the 13th inst. by Coroner Coleman, Joseph Evans, Esq., Foreman of the Jury, when the following verdict was returned:—

"The deceased, Edward deCantillon, came to his death on Sunday, 12th instant, by being pitched from a waggon while the team was running away without control.—*True Briton.*

The Raid into Kentucky.

The Destruction of the Louisville and Frankfort Railroad to in—Incidents.

The Louisville *Journal* of Thursday says: "When about half a mile this side of Smithfield, on Tuesday, the Louisville and Frankfort express train was thrown violently from the track by the previous removal of several rails. A volley of carbines and pistolshots was discharged into the cars at the same time. A number of passengers were aboard, and in all about twenty soldiers, but six of whom were armed. The others were stragglers being returned to their regiments. The armed men had several prisoners under guard. So sudden and unexpected was the attack on the train that everybody lost control of themselves, and, in a perfect state of alarm, surrendered without the slightest show of resistance. The guerilla band numbered ten men, and they claimed to be soldiers of Gen John Morgan's command. They were armed with revolvers and carbines, and, aside from their citizen's dress, presented the appearance of soldiers.

"Immediately after the surrender the arms were taken from the Federal soldiers and broken to pieces. The chief then administered to them an oath, requiring them to support the Southern Confederacy, or, at least, not to make war upon it. No written parole was demanded; they seemed to be satisfied with making the 'Yanks' swallow the verbal oath. As a general thing, the passengers were treated in a civil manner. A few persons were robbed of small amounts of money, but to pillage did not seem to be the object of the band. The captured soldiers were forced to carry rails and kindle the flames which consumed the cars.

"The two rear coaches were occupied by two ladies, and with a show of gallantry the guerillas rolled the coaches back from the main train, which saved them from destruction. The express goods and trunks were thrown from the cars before they were set on fire. None of the baggage belonging to the passengers were interfered with. The express manager was robbed of one package containing one thousand dollars, and of other sums of less value. The mail was not opened or rifled, though a few of the way packages were burned with the cars. One of the ladies who stood a short distance from the scene of disaster and witnessed the whole affair, was approached by one of the guerillas and offered an orange. She declined the proffered gift, but was obliged to accept it, and they strongly insisted that she should receive a slight memento from rebel hands.

"After completing their work of destruction, the band moved off in the direction of Smithfield. The leader, who claimed to be a lieutenant, was recognised as a well known citizen, living in the vicinity of Vandyke's Mills. It is almost impossible to conjecture what was the object the guerillas was in making the attack upon the train. They did not seem to have a desire to plunder the passengers as a general thing. They only robbed parties who they thought had in their possession government or company funds. The simple destruction of a train by a party of this kind does not seem to form sufficient cause for the attack, and such proceedings are somewhat unusual by guerilla bands.

Children in Japan.

During more than half a year's residence in Japan, I have never seen a quarrel among young or old. I have never seen a blow struck, scarcely an angry face. I have seen the children at their sports, flying their kites on the hills, and no amount of intertangled strings, or kites lodged in the streets, provoked angry words or impatience. I have seen them intent on their games of jackstones and marbles under the shaded gateways of the temples, but have never seen an approach to a quarrel among them. They are taught implicit obedience to their parents, but I have never seen one of them chastised. Respect and reverence for the aged is universal. A crying child is a varity seldom heard or seen. We have nothing to teach them in this respect out of our abundant civilization. I speak what I know of the little folks of Japan, for more than any other foreigner have I been among them