TIME TABLE, G. T. R.

SUMMER ARRANGEMENT.

GOING EAST.

	Mail.	Express.	Mixed.
Goderich....dep	10:00 a.m.	2:00 p.m.	3:10 p.m.
Clinton.....	10:30	2:30	4:00
Seaforth.....	10:50	2:53	4:35
Carrie Brook...	11:05	3:10	4:58
Mitchell.....	11:30	3:35	5:21
Stratford arr	11:50	4:00	6:15
dep	1:00 p.m.	4:30	7:00
Buffalo.... arr	6:40 p.m.	10:00	

GOING WEST.

Buffalo....dep	7:00 a.m.	12:30 a.m.	3:50 p.m.
Stratford.....	12:20 p.m.	5:10	8:15 a.m.
Goderich... arr	3:00		11:35

Huron Signal.

GODERICH, MAY 3, 1866.

WHAT NEXT?

Having made a complete fizzle of it at Eastport, the Fenians have fallen back upon their base of supplies,—the pill manufactory of New York—and it is quite natural for us to enquire, what next? will we be treated to a fresh batch of sensation speeches, and a fresh volume of threats, followed by a descent upon one of the uninhabited Islands of the St. Lawrence, or will the thing be abandoned as a hopeless task? The action taken by the American Government, and the consequent shagrin of the Fenian authorities leads us to incline to the belief that very little more will be heard of the awful fellows who were to eat us up so quickly. In all probability the worst they can do, henceforth, is to cause a further expenditure of money by Canada in watching them. The following, from a New York paper, The *Tribune*, is worth reading:—

"O'Mahoney's Fenian fabric is now tottering and shows symptoms of a speedy tumble, and already cries of 'stand from under' are heard on every side. The Eastport 'fizzle' and the false rumors of imaginary expeditions despatched to equally imaginary fortresses have proved a little 'too much' for even the credulous Fenians, and on every hand there are murmurs of dissatisfaction and and disgust. Mr. Killian's diplomatic phraseology has lost its charm and 'mobilizing the funds' is generally looked upon as a swindle. The numbers of the 'hangers' on at the court of the Head Centre, has sensibly diminished, and the visitors to that Fenian centre of attraction are for the most part indignant bond-holders who feel that they have been duped, and as may be naturally expected, are by no means choice or elegant in the use of expletives towards the powers that be in the Moffat mansion. The Fenian policy of the Fenian warriors has produced the well known effect of 'hope deferred' and it is extremely doubtful, whether even Stephens, should he attempt to task, would be now able to enkindle the old enthusiasm or awake the by-gone excitement in the cause of Fenianism. The Eastport business is now regarded as a *faux pas*, even by the proprietors, and the harmony of Fenian councils and the equanimity of Fenian tempers are considerably disturbed by the disastrous consequences which have followed the issue of Canadian invasion. The actors in the farce are slowly returning, and the next raid will be on New York. In order to cover the disgrace which attaches to them from the false rumors of armed squadrons which had no existence whatever. Fenian orators say at their meetings that they are not to be held responsible for newspaper reports, but in the case of the late armed expedition of five iron-clad steamers alleged to have departed from New York for the Bermudas, it may be well to state that the information to that effect was supplied to the different newspapers by the Union square officials, and was not a reportorial fiction."

THE "IRISH CANADIAN" IN TROUBLE.

The *Irish Canadian* newspaper, of Toronto, is getting into hot water. In his last issue, the editor, in a long leader under the caption of "Foul Play," complains that nearly all of his subscribers have received anonymous circulars from Ottawa warning them against taking the paper, and threatening them with serious consequences if they persist in supporting it. The editor is, of course, indignant.—He denounces the affair as an infringement of the liberty of the Press of the grossest description, and reviewing his past course, he asserts that there was nothing in it to warrant his present martyrdom. Hear him:—"We have been called seditious and treasonable, and yet we have never done an act nor said a word that would make us amenable to the charge. We have undoubtedly complained against the usurpations of law, justice and humanity in Ireland; but we have never, we presume, exceeded the just limits allowed to fair criticism; if we have, we are willing to suffer the consequences. We have not even approached, in bitterness of invective and loudness of complaint, the liberal journals of England and Ireland, and yet *they* are permitted to exist, and are not prevented from circulating freely in all parts of the British dominions. No secret machinery is set in motion to prevent *them* from speaking plainly their thoughts, and no sneaking, cowardly and private intimidation is used to hinder their readers from hearing their opinions, or endorsing their sentiments."

What unmitigated bosh! While Sweeney and his crew have been conspiring against the peace of this country, the *Irish Canadian* has been doing its very utmost to sow treason amongst the Roman Catholic Irishmen of the Province, and that too directly contrary to the teaching of the Catholic clergy, and yet its editor has the effrontery to talk about the liberty of the press. The only matter for astonishment to our mind, is that such a rascally sheet has been allowed to circulate its incendiary issues for such a length of time. If it is *true* that an anonymous circular has been sent to the readers of the *Canadian*, we think it is wrong, for there is no doubt the authorities would be fully warranted in stanching the foul stream at its fountain-head.—If there was any considerable portion of the Canadian people which felt itself aggrieved, under our form of Government, every opportunity should be given those interested to set forth their complaints through a special organ, but even the editor of the Irish *Canadian* admits that no man, in Canada, need be other than "happy as the day is long, and that here *the Irish have no cause for complaint;*" and hence, we think the interests of the community at large demand that his treasonable utterances should be put a stop to *at once*.

Secretary McCulloch Speaks out.

The following instructions were sent to the collector at Eastport, Me., on the 10th instant:—

"TREASURY DEPARTMENT, April 10, 1866.

"SIR,—I am advised through the State department that a scheme is on foot by the Fenians, threatening to violate the neutrality laws, and that men and arms are passing through your port for this purpose.

"You will exercise due vigilance in preventing by all lawful means within the scope of your official duties any infraction of the neutrality laws of the United States, and when you have any doubt as to your authority or official duty confer with the United States District Attorney of your judicial district, and be governed by his advice.

"H. McCULLOCH,
"Secretary of the Treasury."

The Goderich and Saugeen Route.

On Monday morning the *Silver Spray*, Capt. D. Rowan, arrived in port, to take up her route in connection with the G. T. R, between Goderich and Southampton, as soon as the Northern ports are clear of ice. When it was announced that the *Spray* had arrived, quite a number of citizens proceeded to the wharf to inspect her, and the general decision was that she was just the boat for the coasting trade—not too large, and yet remarkably staunch, and sure, with ample accommodation for the passenger and goods traffic of the route for which she is intended. Having inspected the boat carefully, we have every reason to be pleased with her. Her length is 155 feet over all, with 33 feet, tonnage 173. She is propelled by side wheels, the engine, of course being on the low pressure principle. The gentleman's cabin, below decks, is commodious, and the ladies' cabin above it, is fitted up in a very elegant manner. The promenade deck is one of the finest we have ever seen on a boat of the size, there being an unusually large clear space, seats being arranged the full length of the boat on each side. For excursions, &c., we are assured there will be ample room for 500 passengers. Every appointment required on a first-class boat has been attended to, and when we mention that Capt. D. Rowan is master, we think the public can need no further assurance that it is the intention of the proprietors, J. V. Detlor & Co., to meet the wants of their patrons in every respect.—As purser, Mr. B. Wilson will undoubtedly endeavor to please all who may patronize the vessel, either with freight or as passengers. The *Spray* is almost new, having been built only 15 months ago.—Last year she sailed on Lake Ontario, between Toronto and Port Dalhousie, and during one of the severest storms of the season she carried 1300 bbls of flour with perfect ease. In addition to these facts, we may mention that Capt. Rowan, (than whom a better sailor is not to be found on the lakes,) says *she is the best sea boat he ever saw*. She is much larger than the Bruce, the latter being only 105 feet long and 23 feet wide, with a corresponding tonnage. The route for the *Spray* has been so arranged that a passenger can leave Southampton and arrive in Toronto by 9 p. m., the same day, and returning can leave Toronto and be at home the same day. The Railway Time table to be found elsewhere, has been arranged with special reference to a safe connection at Goderich from Northern ports, and we know that it is the intention of Mr. Brydges to do all in his power to promote a route, which must prove beneficial to the merchants and people generally of the County of Bruce. Now that a really first rate boat has been secured for the coast route, we hope to see her patronized even beyond the most sanguine expections of the enterprising proprietors, who have risked a large investment in her.

FENIAN GUN BOATS.—On Wednesday last, several vessels were seen from this point, far out on the Lake. Being the first of the season, of course some little curiosity was excited, and several parties brought their telescopes into requisition. Some wag, after gazing intently at the vessels for a while announced that they were Fenian Gunboats, bristling with cannon and swarming with men. What a queer thing rumor is? The report quickly spread through the town, and before night it had reached the most distant parts of the County. One soldier, who lives a short distance out of town, hearing that the troops were marching to the harbor to prevent a landing, actually, ran in all the way to get his gun and take part in the fray. All this time a good mile of solid ice lined our shore, and the vessels were innocent merchantmen endeavoring to work up the lake.

A POLITICAL PLATFORM GONE.—On Wednesday last the Rifle Co. was formed into a fatigue party of the whole to remove stones and rubbish of every description from the Square. Many hands makes labor light, and the task was very soon accomplished. Then the men looked around for something further to do, and espying the ugly wooden structure used as a band stand, open air platform, &c., they got liberty to put it out of the way, by rolling it away off the square as gently as possible. The thing was as heavy as an ordinary one story frame house, but with a hurra! the boys swarmed around it, and after a jerk or two, the fabric toppled over and fell with anything but a gentle thud. There, thought we, as we looked on, that's a good deal like the arguments of the half-crazed theologians who have shouted themselves hoarse from your summit. Then another roll over, and another, and the fabric collapsed like a gigantic egg-shell, and was reduced to the commonest looking of old lumber.—That, we thought—as the men ran off with the debris, one plank at a time—is just like most of the political speeches delivered from the top of the now defunct affair. The promises given, the vows registered, and the touching appeals uttered to the free and independent, have crumbled apart, and all that is left is a quantity of useless dust, and the *military power* is now master of the field. Seriously, however, the square is now smooth and level—just the place for the evolutions of our volunteers.

OIL IN HURON.—Several gentlemen from Goderich, Stephens, Bayfield, and elsewhere in Huron, who have arrived in this city, state that the oil mania is spreading in those districts, accompanied by the usual "surface indications." A bottle of the precious crude was forwarded to Prof. Croft, a few days since, which he has examined and pronounced genuine. This had been found at the bottom of a well which had been deepened. People should have no difficulty now, of themselves, in distinguishing genuine crude oil from genuine mud."

The above, from the London *Free Press*, is a fair sample of the news that is sent from our County by enterprising letter writers. At one time the *Globe* and *Leader* print telegraphic accounts of our local news, ridiculously wide of the actual facts, at another time we are informed that the Goderich Artillery Company being restored to active service is to proceed to Hamburg immediately—of which important fact the officers are in perfect ignorance, and now we are told that the oil mania is spreading here and elsewhere, when, in reality, our people are sick of hearing about oil wells, and especially of "calls" to "dub up." We can tell the *Free Press*, that after having dug a hole about 900 feet in the direction of China, a great deal of oil will have to be found in the bottoms of wells before our monied men "invest."

☞"The Riga flag seed imported by the Provincial Government will be sold at a price not exceeding $4 per bushel, or only one dollar per bushel higher than seed raised in the Provinces."

The introduction of this improved variety of flax is of great importance to Canadian farmers. What steps have the Directors of the County Huron Agricultural Society taken to secure a share of it.

Railway Accident.

On Saturday morning last as the half past ten train was coming West on the the Buffalo and Lake Huron branch of the G. T. R., the engine ran into a team of horses at Cainsville station below Brantford. Mrs. Likens, an elderly lady and a Mr. Clark were killed, and two sons of Mrs. L. severely, if not fatally wounded. The horses were killed. It is reported that the engine driver did not blow his whistle, but we hear that the accident was caused by the fractiousness of the horses which were drawn up too near the track and became unmanagable just as the train approached.

☞ Godey for May is to hand, filled as usual, with everything that could be desired in the way of Spring fashions, recipes, light literature, &c. Order it at this office.

☞The New York Post's special says that Mr Seward has sent important instructions to Mr. Motley, our Minister at Vienna, in reference to the project of sending Austrian troops to the aid of Maximilian. A strong protest against such action will be made.

☞ The ravages of cholera continue on board the Virginia and the hospital ship, but as yet, the New York Tribune states, there has been no ease of it in the city.

☞ O'Mahoney has issued a proclamation setting forth that unless justice is meted out to Murphy and his associates, he will at once march an army into Canada. We think that there is no doubt that they will get rather more justice than will be agreeable to them.

Jefferson Davis.

The *Commercial's* special says it is reported that the President has requested Chief Justice Chase to try Jefferson Davis for treason at the May term of the United States Circuit Court at Norfolk, Va., and that Mr. Chase declines, unless Congress by special legislation shall restore the power of the Court.

A NEW LOAN.—Telegrams from Washington state that the Secretary of the Treasury is considering the advissability of issuing a new long date series of Government bonds at five per cent interest, to raise funds with which to meet the obligations now rapidly maturing. These telegrams are undoubtedly intended as feelers of public opinion as to the spirit in which the loan would be met in financial circles.

INDUSTRIAL PROGRESS OF COLORADO.—The section in which lumber is found in Colorado has twenty-five saw mills and ten flour mills, which have been set up in the past few years. The quartz mills in the State are counted at over one hundred and fifty, costing $40,000,000. They should average, if were running on medium ores, not less than $23,000,000 per year. Wages rule at $5 per day. In addition, a resident of Golden City is soon to erect a blast furnace and rolling mill at that point.

☞ The London Saturday Review says:—"The toleration and encouragement which are awarded to the Fenian conspirators furnish matter for grave complaint. When arms and ammunition are publicly collected for the invasion of a friendly country, and while Americans are publicly mustered into the service of the so-called Irish Republic, it is wonderful that Americans should still brood over the imaginary evil of a want of English sympathy for the North in the late civil war."

More Evidence against "Mike" Murphy.

The Hamilton Spectator says the police authorities, on Friday last, became possessed of the following document, which was found upon the person of an individual in that city:

"Toronto, April 24, 1864.

"This is to certify that the bearer, Michael Dixon, is a member in good standing of the Toronto Circle of the Fenian Brotherhood, established by the authority of the H. C. for America, John O'Mahony, in 1860.

"MORTY MORIARTY,
"Head of Circle, Toronto.

"MICHAEL MURPHY, C. C."

If the document should prove to be genuine and that the signature can be brought home to Murphy, it will be positive proof that, as the representative of a treasonable organization, he has been plotting against the government for some time.

Town & Counties

JOB PRINTING.—We have just received, and are to receive, as soon as orders can be filled at the foundry, extensive additions to our very large stock of types for jobbing purposes, and merchants and others may rely upon it that their orders, in our line, can be executed as cheaply and *tastefully* as at the large establishments of Toronto, Hamilton or London. We employ none but first class workmen, and no expense or trouble is spared to render every job, from the finest colored card to the plainest handbill, a credit to the *Signal* office. Our motto is, "Cheap work, and plenty of it." The patronage of parties who require three or four years credit is respectfully declined.

☞We would direct attention to the advertisement of Mr. Savage. His stock is a very large one.

THE FALL WHEAT.—It is cheering to learn from farmers in this vicinity, that the fall wheat, generally, in the County of Huron, is in splendid condition after the severe winter frost. White wheat will undoubtedly figure high in the States this fall despite the 20 per cent duty, and it will be a good thing if our farmers have a large surplus stock.

THE FALL WHEAT.—The Fall Wheat in this vicinity, we are glad to learn, looks well and gives promise of an excellent crop, notwithstanding the fears of many that it suffered severely during the winter. Although small portions of it have been winter-killed, still on the whole it wears a healthy aspect; and the fine weather of the last few days has caused it to shoot out luxuriantly.—*Beacon.*

INFANTICIDE.—On Wednesday last, two boys, while spearing fish opposite Piper's Mills, near this town, found the body of a young female child lying near the edge of the water, into which it had evidently been thrown shortly after birth. We understand that Coroner McDougall gives it as his opinion that the child was born alive. No clue to the perpetrator of the horrid outrage has been discovered, but the matters in constable Trainer's hands.

PERSONAL.—The pressing calls of business having rendered it necessary that 2nd Lieut. Horton should resign his position in the Artillery company, he did so this morning, after explaining his reasons for the step and after parade buglar James Thomson was unanimously elected to fill the vacant place. Mr. Thomson is a popular man with the corps, and will make an efficient officer. We wish him prosperity.

FRUIT TREES, &c.,

Mr. William Campbell, the energetic agent for the Old Rochester Nursery (the very best we believe in the United States) has just received his spring stock of fruit trees, grape vines, &c., and as the season is rapidly advancing, we would advise intending purchasers to call at his office, East St., without delay. From personal experience, we can vouch for Mr. Campbell's reliability, as an agent, in this line.

Goderich and Sarnia Route.

Messrs. Geo. Rumball & Co., have bought the steamer *Bonnie Maggie*, which it is their intention to place on the Goderich and Sarnia route. The *Bonnie* is a staunch little vessel, well known to most of our readers as she has been plying between this port and Southampton, and will be a valuable acquisition to Goderich on the proposed route. The time table will appear in a few days when we shall have more to say about her.

The New Time Table.

In another place we publish the new time table of the G. T. R. The arrangement is a beneficial one for our citizens, as under it they have three trains a day, and by leaving at 2 o'clock, p. m., either Toronto or Buffalo can be reached the same night, and *vice versa*. We have the assurance from the authorities of the road that no pains will be spared to secure every travelling facility to the people of this section, which, if carried out will be a boon of no mean importance.

THE WEATHER: during the past few days has been extremely disagreeable,—as cold almost as in midwinter. As we write, on the first of May, the hail is rattling against our window, vegetation has made no progress. Navigation has barely commenced, and in short things wear a very "blue" appearance, generally. It is to be hoped, however, that there will be a favorable change, ere long.

TOWN COUNCIL MEETING.

The Town Council met on Friday evening last, present, the Warden presiding in the absence of the Mayor from town, Councillors Seegmiller, McKay, Runciman, Hays, Cameron, McIntosh, Cox, Horton, and Clifford.

The minutes of last meeting were read and approved.

The chairman explained that the com. appointed to supply volunteers with boots, &c., had dealt out some twelve pairs each of boots and socks.

The Report of the Auditors' was ordered to be published.

The Report of chief Engineer Fire Brigade was read. The engineer suggested the propriety of the purchase of additional hose, and the sale of the Express Engine, if possible, so that hooks and ladders could be obtained in its place. Ref. to Fire Brigade com.

Rev. E L Elwood was appointed Grammar School Trustee in place of Mr Thomas who has removed from town.

The usual reduction was made in the license of Mr. Craig, viz: 25 per cent.

Petition from Jno McPherson, asking that a portion of his license be refunded in consequence of the Commercial Hotel, occupied by him being burned down. The sum of 75 per cent was remitted.

Acc P. O'Dea relief furnished, $14.69, was read and ordered to be paid.

It was resolved that no relief be granted after this date, unless by the Mayor.

It was resolved to lay pine planking on the Sidewalk around the square, and repair the other sidewalks.

A comm was appointed to secure a number of shade trees for the square, after which the council adjourned.

☞ The Riga flax seed, imported by the government, is to be sold at the price not exceeding $4 per bushel.

STANLEY.

Council met according to adjournment at Varna in Mr. Turner's Motel, April 3, 1866, Present Thomas Simpson Esq. Reeve, Dr. Woods Deputy Reeve, Messrs R. H. Gairdner, J Elliott, Thos. Baird.

Moved by N. Woods, seconded by J. Elliott, That in accordance with the vote taken on the Tavern question Messrs McDonald and Baily do not receive any License inasmuch as the full number allowed by Law is only 14,—Carried.

Moved by R. H. Gairdner, seconded by J. Elliott that, C. McLeod shall have up to the 1st day of June 1866 for completing his buildings in accordance with By-Law and that the Inspector be required to give to Mr. McLeod only a provisional License which shall be cancilled if the building be not completed in time,—Carried.

Moved by J. Elliott, sec. by T. Baird, That the Clerk to write to the county Treasurer asking for a list of lands liable for sale for Taxes in the Township of Stanley indicating the amount due on each, the year for which due, and where practicable distinguishing whether for School or other Tax,—Carried.

Moved by Dr Woods, sec. by T. Baird, That a By-Law be framed rescinding that portion of Tavern By-Law which fixes the amount payable to the Township for License and fixing the sum at twenty dollars for each Tavern exclusive of amount payable to Government,—Carried.

Moved by J Elliott, sec. by T Bain, That the Clerk be required to notify the Court of Queen's Bench as to the result of action taken in complience with writ ordering a new election for Ward No. 2 Stanley,—Carried.

Moved by T Baird, sec. by R H Gairdner, That thirty dollars be granted to assist in making a road opposite Malcolms Smith's Tavern, provided if thirty dollars more are expended thereupon by the representative of that Ward as an equivolent from the general grant so apportioned,—Carried.

Moved by J Elliott, sec. by R H Gairdner, That only one grant, namely one hundred and twenty dollars for each Ward for the year 1866 for road improvements and that no further special grants be given in any Ward,—Carried.

Moved by N Woods, sec. by J Elliott, That the constable employed by the returning officer in ward No. 2 at second election be paid for 2 days two dollas and fifty cents,—Carried.

Moved by N Woods, sec. by J Elliott, That the returning officer be paid for holding second election in Ward No. 2, and that the Reeve be authorized to order said payment also payment to special constable,—Carried.

Moved by N Woods, sec. by J Elliott, That Bresso be repaid the amount ascertained to be paid by him for statute labour for 1864, it having been certified to the council that he, Bresso, had performed statute labour,—Carried.

Moved by N Woods, sec. by J Elliott, That Mrs Averly be granted the sum of ten dollars to aid in the support of her family,—Carried.

Moved by R H Gairdner, sec. by T Baird, That the several respective Municipal officers for Stanley appointed for the current year be required to give in sufficient security to the Reeve on or before Monday the ninth day of April inst., at noon. The Clerk to notify the several officers, and the amount of security required from each to be based upon last years arrangements,—Carried.

Moved by N Woods, sec. by R H Gairdner, That the Reeve be required to call a public meeting to ascertain the views of the rate payers of this Municipality with reference to the construction of a railroad from London to some part in this Township to be in Varna at ten o'clock a. m. on Saturday the 14 day of April,—Not carried.

Moved by N Woods, sec. by J Elliott, That fifty copies of auditors abstracts be printed for distribution,—Carried.

Moved by R H Gairdner, sec. by T Baird, That the County Treasurer be requested to furnish statement of details showing particulars of accounts between the County Treasurer of Stanley on or before the 1st day of May 1866, —Carried.

Moved by T Baird, sec. by R H Gairdner, That this meeting do now adjourn to meet at Mr Turner's Hotel Varna, on Monday the 21st day of May at ten o'clock a. m. for the purpose of holding the court of revision, and for general purposes.

JOHN KEYS.
Township Clerk.

That Decision.

Bluevale, April 24, 1866.

To the Editor of the Signal:

DEAR SIR,—I wish to make a few statements in reference to the debates which have taken place between the Wroxeter and Bluevale Socities, an account of the last, was sent to your columns by some one of the former society. That society seems to want to make a display, and to tell the public that they are the victorious ones. The first debate, which came off at Wroxeter, was, by the chairman, a Mr. Roberts, decided against us—but we had the pleasing satisfaction to know that men of judgment, and learning, who know how to sift arguments and who were uninterested on both sides, stated plainly that the decision ought to have been given to us, on account of our preponderous and unanswerable arguments. The Chairman, to say the least seemed to be prejudiced, for he even contradicted our leader in the last speech to his face. Now was it his business to say right or wrong to any argument while being delivered. And our leader is willing now to argue the point with him at any time, either private or public, at any notice—so much for the first debate. The last one came off at Bluevale. The subject was argued masterly by all our men, new, cogent, powerful, and unanswerable arguments were driven home by all our side. The Wroxeter club, who had the affirmative, with one or two exceptions, confined themselves to pulling down what arguments we advanced, one of their number spent fifteen minutes in this kind of manner, leaving himself only five minutes to advance arguments. The Chairman at the announced as his decision a drawn one. So all things considered, I cannot see that they have any ground for boasting—also the Bluevale society reckons themselves quitable to debate with said society. I might here mention that all the time that the Bluevale society had to prepare for the last debate was from Tuesday morning at 9 o'clock till the following Wednesday at 6 o'clock p. m., and after all the decision was as above. So where is boasting, it is I think excleded. I write these few remarks in a friendly spirit, and hope they will be received as such.

Yours, &c.,
FARROW.

Cholera News.

NEW YORK, April 28.—Dr. Swinburne, health officer, publishes a letter stating that the sick were transferred from the *Virginia* in the same manner in which others have been transferred under quarantine in this port for a quarter of a century; that as evidence of the efficiency with which he has thus far met the disease, the mortality in the *Virginia*, since her arrival here, has been less than half as great as that which occurred at Halifax among the passengers of the *England*. A despatch has been received here from Halifax, stating that the passengers of the *England* who were left there, are now all recovered, and that not one death has occurred in the week past. The Halifax authorities have determined to send these passengers on to this city. The cabin passengers detained on the cholera ship, in lower quarantine, will probably be allowed to come to this city soon. There has been no disease among them. The battery barracks are being put in order for the use of the board of health, but it is thought they will not be used for some time. The steamer *Empire City* has been granted by the Government for quarantine use.

Personal and Pugilistic.

It will not be uninteresting to the readers of the *Times* to be made aware of the fact that the dispute between the Hon. George Brown and his brother has been settled, and that Mr. Gordon Brown again wields with his usual vigor the editorial pen. The Hon. Mr. Brown's resignation of active duty in the editorial chair was marked by one of the most weighty and *striking* articles of which he has ever been the author. It was on Mr. Capreol, of Georgian Bay Canal renown. Offended at previous strictures, Mr. Capreol entered the sanctum where the Hon. George Brown was sitting, and proceeded to open the sluices of his mouth and let out a stream of abuse against each and all of the *Globe* people. Having received sufficient of the flowing stream, Mr. Brown requested the Georgian Bay Canal to be damed—I don't mean to say that he used profane language but asked him to dam current of his remarks. The G. B. Canal refused. Mr. B. then informed the G. B. C. that unless the stream ceased flowing he would have to change its direction by turning it down stairs. G. B. C. refused to go down stairs, whereupon Mr. B, advanced to turn him down by main force the G. B. C. overflowed its banks in wrath, and rising above its level, hit Mr. B. on the head with a stick. Mr. B. drew his right a Heenan and gave it to the G. B. C. on the nasal organ, whereupon the G. B. C. flowed rapidly down the stairs and the ruler of the *Globe* remained master of the field. The general impression is that the G. B. C. got what it deserved.—*Toronto Correspond. Hamilton Times.*

Terrible Conflagration.

THE DETROIT AND MILWAUKEE DEPOT IN RUINS.

(From the Detroit Free Press.)

A few days more than six months ago it was our painful duty to chronicle the loss by fire of the Central Railroad freight depot, in this city. To-day we announce another and comparatively more terrible loss, in the entire destruction of the depots and offices of the Detroit & Milwaukee & Michigan Southern roads. At the Central only the freight department suffered; here everything is swept away. Freight depots and offices, passenger depots, waiting rooms, ticket offices, telegraph offices, docks and buildings of every description, besides an immense amount of freight, lie, this morning, in one black, smouldering ruin. With these, too, is a large number of freight cars loaded with merchandise, a complete train of passenger cars made up for Grand Haven and Milwaukee, and a number of others standing on the side tracks, but few being saved, and those in the least exposed situations. Scarcely anything was saved from the offices, the flames spread ing with such fearful rapidity that the employees, in some instances, were barely able to escape with their lives.

Alarm was first given about 10 o'clock by the heavy whistle of a steamboat sounding fire! fire! fire! which was immediately followed by the bells of the city, and the lurid flames at the same time shooting high into the air, lighted the streets of squares around and brought the steamers to the spot. The streets in the vicinity were meantime filling up with dence crowds of people, attracted by the magnitude of the conflagation.

Huge, lurid flames, forking and branching out in all directions, shot upward, wrapping the surrounding buildings in their terrible embrace, then rolling and roaring like some gigantic Cyclopean forge, from which a prodigious volume of smoke rolled off, gemmed and sparkling with cinders and embers from the combustible materials fed upon. Streams of water were poured into the burning pile, but without perceptible effect for some minutes, and attention, in the meantime, was called to the necessity of saving the adjacent buildings on Atwater street, the entire row of houses between Brush and Beaubien streets being saved with difficulty.

The most contradictory rumors are afloat as to the origin of the disaster. From a statement made to our reporter by one of the workmen on board the Windsor, we believe the following to be the real facts:—This workman states that he was in the freight warehouse of the Detroit and Milwaukee Railroad, taking a drink of water, when he heard something like an explosion behind him. Turning around to ascertain its meaning, he saw that oil or some other liquid material was oozing from a barrel or cask, and was on fire. He went on board the boat, and soon afterwards heard the startling cry of fire ringing throughout the length and breadth of the depot.

So rapidly did the terrible element spread that almost the entire length of the freight depot along the dock was on fire before the engines were fairly on the ground and at work, and from the first it was seen that the most that could be done was to confine the fire to the depot buildings, and this was done with the greatest difficulty and most heroic exertions on the part of the firemen.

The night express on the Detroit Milwaukee road had "made up," and was waiting in the depot for the engine. There were two passenger coaches, a sleeping car and baggage car, inside the building. The sleeping car was partly occupied by passengers, some of whom had retired to their berths. When the startling alarm that the depot was on fire was given, the wildest consternation prevailed on board the train. A man rushed through the cars arousing the sleepers, all or whom made a rush for the doors, pushing and jamming, shrieking and cursing, the stronger overcoming the weaker and trampling them under foot. Those in the sleeping car pushed forward to the forward coach, where they were met by those in the latter going the opposite way. Meantime the flames, like a thousand hissing serpents, were coiling their war around the roof and rafters, licking their way among posts and pillars, and enveloping the doomed train within their fiery folds. Dense volumes of smoke rolled through the avenues, and with their demond sister fire presented a frightful picture of impending doom to the frantic crowd struggling for egress through the narrow aperture of escape. Many rushed to their assistance, and as fast as one or more emerged they were forcibly thrown from the platform to make way for those following close behind. The flames came crackling on, and soon the rear end of the sleeping car took fire while several passengers were yet inside, begging and imploring for aid. The windows were smashed in, and one or two rescued through the opening thus made, but the rapidity with which the flames advanced drove away all further assistence, and it is feared that several perished. It is almost certain that one poor old man, infirm with years and sickness, and another, whom, Heaven forgive, was in a beastly state of intoxication, perished in the flames. Whether there were others lost cannot as yet be ascertained, as in the fright and confusion and hurry to escape, but little attention was paid to one another. So rapid was the progress of the fire that some of the latter ones in the sleeping cars escaped only partially clothed. They were completely stapefied and bewildered with the suddenness of the outburst.

In addition to this, the steamer *Windsor*, which lay alongside of the dock, is burned to the water's edge, and lies on the Canada shore near Sandwich point, whether she was towed to prevent communicating the flames to other boats or docks down along which she floated blazing pile of the most inflammable material. She drifted within six or eight feet of Brady's dock and warehouse, which narrowly escaped taking fire, when, after almost superhuman exertions, in the face of the intense heat, a line was fastened to her, and she was towed away by the steamer *Detroit*. She is probably a total loss.

The absolute certainty that from six to twelve human beings lost their lives on the occasion as the most deplorable feature of the catastrophe. In addition to those already mentioned, eye witnesses state that they saw several jump from the *Windsor* into the water, struggle for a moment and sink to rise no more. One Patrick Carrol, with whom our reporter conversed, stated that when the alarm was given on board the boat all means of escape were cut off. The whole vast pile of buildings along the dock was one vast sheet of flame, and the upper works of the boat had already ignited. It was some time before the vessel was cast loose, and by that time the flames had driven fearstriken workmen to the opposite side. Some shouted agonizingly for help, stating that they could not swim, and would certainly drown. One by one they dropped into the water as the flames drove them to that alternative. Carrol states that he was among the last to leave the boat, tearing that if he plunged in he would be caught and dragged down with the drowning men. He at length took a small box and leaped overboard, but, finding that the box was of no service, he abandonde it and struck out for a boat which had been launched to the rescue. He succeeded in reaching it almost exhausted; another moment, and he would, with his companions, have found a watery grave. He fears that two of the workmen, who could not swim, named Ryand and Mulrooney, have perished. It is supposed that in all from eight to ten persons were drowned before the boats arrived.

Calculation runs wild in attempting to arrive at an estimate of the fearful loss. The Detroit and Milwaukee Company are of course the heaviest losers. Their Depot was filled with valuable freight of all kinds, not an ounce of which was saved. Their company and ticket offices are destroyed, with all or nearly all their valuable contents. A few scattering papers and some books were taken out or thrown from the windows of the brick building, but nothing of value was rescued. Their depot and freight building are now a mass of blackened ruins, presenting a deplorable picture of the horrors of a conflagration. From twelve to twenty cars, most of them packed with freight, were consumed, and others were badly damaged. The Michigan Southern are also losers to an enormous amount. Their depot also contained large piles of freight, all of which, with their offices, perished. Some of the books were saved, but in all probability the more valuable ones were consumed. They also lost seven or eight freight cars loaded with goods. The Great Western Company are heavy losers. Their depot has never been so crowded with goods as at the time when the fire occurred. The ill-fated *Windsor* had been engaged all day it bringing over heavy loads of freight, and extra gangs of men had been employed to store the merchandise. All has perished.

Before the flames had spread far, and when confined to the passenger depot on Brush street, the most heart-rending spectacle of the evening occurred. Fourteen or fifteen men, terrified by the sudden breaking out of the fire, leaped into the river and floated down, drifting with the current, holding on to pieces of board, boxes or anything on which they could lay hold.

Just as we are going to press, we learn from a reliable source that the fire originated in the Detroit and Milwaukee freight depot, through a barrel containing oil, naptha or benzine, which was being roolled out, and was seen to be leaking slightly. An attend ant came near with a light, which he carelessly passed above and near the barrel to ascertain the nature of its contents, when the escaping gas ignited and in an instant the work of destruction was begun. Its result, as we have seen, is the total destruction of all the offices and enclosures of two important railroads, at the busiest time and season of the year.

Forcible Abduction of a Young Lady—Her Escape.

(From the Lockport (N. Y.) Journal.)

A letter in Newtame furnishes us the particulars of a very novel and exciting adventure which took place recently in that town. The parties and their families belong to the oldest and most respected pioneers of the town of Newtame. The hero of the affair is a Benedict, although somewhat noted for his gay habits. The young lady is the daughter of a highly esteemed widow, and is described as an intelligent and loveable girl. It seems that on the evening in question she accepted an opportunity to ride home with him from Lockport, and when out of the suburbs of the city, he avowed his intention of driving to the Falls, meantime entertaining her with vehement protestations of regard, etc. We have only to imagine her terror as she vainly remonstrated.

He met her tears with ridicule and the remonstrances with scorn, till happily her last resort of strategy effected her escape. Feigning indifference, she succeeded in hurriedly alighting where a farm house was situated in close proximity to the highway, and asked from the sympathizing inmates shelter and protection till the morning. Her persistent cavalier followed her, and while he was insisting to the gentlemen in another apartment that she should be given to his care, she quietly took her departure from the front door and unhitching the horse drove away, leaving him in blissful ignorance behind. In the ten miles of her daring and rapid flight, she seems to have avoided any publicity in the matter, but 'murder will out;' and the story has passed rapidly around, alloyed by various degrees of prejudice, malace and ignorance, and the chagrinned and defeated hero is about leaving the trophies of his lost battle field for a more quiet home in the promising West.

☞ A member of the Legislature of a State lying beyond the Ohio, which is noted for its divorce made-easy laws, when a bill was lately introduced for the purpose of tightening a little on applicants for the severance of the marriage tie, "arose in his place" and said: "Mr. Chairman I am opposed to the bill before the House on principle. No difficulties should be thrown in the way of the parties wishing a divorce. Divorce is a good thing—a blessed thing. I speak from personal experience. I've been personally divorced seven times. I tell you it's a good thing. I advise you all to try it before you commit yourselves on this bill. There's nothing like experience in these matters. Go home and get divorced, and then you'll be in a condition to act intelligently on this bill. Mr. Chairman, I've raised my warning voice, and my duty's done and so'm I." The bill was defeated.

In what color should a secret be kept? In violet.

☞ Mrs. Jefferson Davis has arrived at the St. Lawrence Hall, Montreal.

☞ The Irish People newspaper of San Francisco is entirely printed in green ink.

☞ Miss Braddon the sensation novelist, is to edit a new London magazine.

☞ The death of the Earl of Beauchamp is announced.

☞ An international exhibitional of Agricultural Implements and Machinery has been organised to take place at Vienna in May next.

☞ The French troops are to be withdrawn from Mexico in three detachments; first in November next; second in March, and third in November, 1867.

☞ A fine deer from the woods recently made its appearance in the village of Mount Forest, and after a smart hunt for it by a large crowd of men and boys was brought to bay and secured alive.

☞ Mr. Greely recently stated that during the past twenty-five years something like five hundred daily newspapers have been started in New York city, of which not more than five survive.

☞ The death of a Mormon bishop is thus announced in a Salt Lake paper: "He was thirty-seven years old, and leaves an interesting family of eleven wives and forty-seven small children to mourn his death."

John Forney in an "occasional" letter to the Philadelphia *Press*, says that he speaks "by a card," when he says that at this "very moment the conditions of things in the South is more threatening than at any one period since the defeat of Lee's Army." If this be so the North in common prudence should be careful in how far it plays with the Fenian movement; for if a war should break out slavery stands in the way of any foreign belligerent acting with the South.

Consequences of the Fenian Agitation in American.

(From the London Times April 9.)

As an evil sometimes comes good, so even the Fenian conspiracy has produced its benefits both in Ireland and Canada. In Ireland it has shown that sedition is now confined to the lowest and least responsible class of the population, and that the plotters of rebellion can no longer expect support from their countrymen or protection from sympathizing juries. In Canada the Fenians have given the colonists an opportunity of demonstrating beyond all possible question their loyalty to the British Cr