torrent; then he would have sheered or paused—when sheer or pause had been instant death—but it was all too late; for with a steady briddle hand she rose him at it, and brought down the lash on his croup with such a will of that slight arm that the thong left a bloody score.

He sprang—his feet clanged twice upon the rocks, drowned by the roar of the river, and the clash of the banclochе, and he and his fair rider were in the shelter of the deep woodland, just as the band of Yorkists, scaling the heights, stood upon the plateau, where *they* stood not a point of time before.

Ill went it with that band of Yorkists; worse with the traitor Damian. For ere the gentle Eleanor, faint with the peril which now first she apprehended, had scaled the opposing band and won the open moorland, down from the keep of Barden, with bill, and bow, and bugle blast and battle cry, poured in treeble force the vassals of her house.

'Lancester, Egremont for Lancastor! and give no quarter!'

Within ten minutes it was over; pent in that where they could neither fight nor fly, they were cut down like sheep until not one [illegible] tell the tale of horror. remained [illegible] alone they took alive; and him, D[illegible]rge and vengeance of the moment, i[illegible]ey believed themselves too late to [illegible]e their mistress they flung headlong into the awful chasm, o'er which she had just passed in safety.

One wild cry—and no human eye again beheld him—no human ear again heard of him.

But, ere the executioners returned in glory triumph home, borne like the wind by her good steed, she had descended to the abbey bridge recrossing the brimful Wharfe and was already weeping on her mother's bosom.

But her trials all were ended, and thence her joys began. Carlisle, Flanders were gained in safety; and when in the good town of Antwerp, Amelon asked his Eleanor, she said not nay to Amelot.

Some years they lived in exile, but neither poor nor unhonored; for those were days in which the stout hand and true heart gained the wealth and fame which now fall to the lot of pedler craft and greed.

But when the Count of Richmond won England's crown on bloody Bosworth, Sir Amelot de Manhower stood beside him and ere he sat on his throne at Westminister, fair Eleanor sat, happy wife, and happy mistress in the halls of Barden.

Nor, though the keep is now one rifted tower, the Abbey but a roofless pile, have the country folks forgotten the tale which gained the fearful 'Strid' it more romantic name, 'The Lady's Leap.'

## KOSSUTH'S DEPARTURE.

Gov. Louis Lossuth yesterday left for Europe in the Africa. He informed us some days since, that, for reasons satisfactory to himself, he should endeavour so to time his departure as not to have it anticipated; and we were therefore not surprised on learning he had left.

Well, we know not when a nobler, truer, loftier soul has crossed the Atlantic. No position could involve a severer ordeal for manly integrity and uprightness than that of the exiled chief of Hungary, and no ordeal has been ever more manfully encountered. An exile and a fugitive, yet the leader the guide and the hope of a Nation, he has been compelled to supplicate and to plead—to bear humiliations and suffer indignities—to throw himself and his cause on the magnanimity of strangers—to speak when exhausted nature and impaired health urgently demanded repose—to meet and deal with all manner of selfish, shallow, sinister and repulsive people as well as the pure, the noble, the generous—and to feel from first to last that the sordid and the stolid could not appreciate his motives or realize his aims, but would naturally give ear to and be influenced by the habitual suggestions of the base and the venal that he was making patriotism a trade and playing on the sympathies of a people that he might fill his pockets with the offerings of their pity and live henceforth on indolent luxury on the fruits of his successful imposture! What must be the agony of a lofty soul compelled to drain this cup to the dregs, and to feel that no rest could be his portion, no vista of peace opened before him, but that he must move unflinchingly on to the fulfilment of his destiny.

The American interlude in this great man's eventful career is ended—for him triumphantly. He has walked amid burning ploughshares and never fainted nor faultered. That he may have spoken hastily, indiscreetly, is probable; who that ever underwent such an ordeal has ever utterly avoided verbal errors? But through all his wanderings, his audiences, his addresses, his responses, he has so bourne himself that Hungary and Liberty may well be proud of their foremost champion. He has done his work in America, and done it well. He has touched with Ithuriel's spear this heap of windy pretense, of lofty vapouring for Freedom and the Rights of Man, and shown what are its substance and quality. He has separated the wheat from the chaff, drawing broad and deep the gulf of separation between the friends and enemies of Mankind's enfranchisement. Fortunate alike in the friends and the enemies whom his American tour has developed, he may now meet, if such be God's inscrutable will, the assassin's steel, the hireling's bullet, the despot's axe or cord, and, rejoicing in his release from a heavy load of responsibilities, anxieties and sorrows, may proudly say, "To America, at least, I have fulfilled mission. I have called her with no timid, no quavering voice, to take her stand on the rampart of a world's deliverance. For her I have not lived in vain!"

Reader! can *you* respond with equal confidence! Have you done what became you in this great struggle for the Liberties of our Race? Have you given your time, your energies, you means, to hold up the arms of this hero, and cheer him on in the perilous and thorny path which leads to the ultimate liberation for mankind, but probable disaster and death for him?

O but we are a nation transcendent in the bravery of our words! If the world's emancipation could be effected by gassing and racket, we should finish the job in a year. How unanimous and vociferous we are in our Fourth-of-July banging and whanging, whence a stranger might imagine we were finishing all the oppressors in creation and then firing volleys over their graves. But when we are asked to *do something* towards making an end of despotism, to give a days labour or deny ourselves a night's frolic in order to provide an oppressed people with the arms wherewith to repel their tyrants, how very commonly our rampant democracy oozes out at our heels! 'We all with one accord begin to make excuse.' We fear they cannot succeed—don't consider the time favourable—want to see a better prospect before doing anything—and very generously suggest to the down-trodden that they will only rush with naked hands on the steel clad legions and take the cannon, we'll pretty certainly do some-thing for them! We only want to be certain that they can win liberties without us, and we'll join in hurrahing over their victory with immense enthusiasm! And so Kossuth goes back to Europe without the means of buying and fitting out a single armed steamship, when he ought to have three of the very best if only to carry the necessary arms to his impatient but powerless compatriots. He ought to have at least One Million Dollars from this country at the outset—we never should have missed that sum, and it might have put forward the clock of Europe by half a century.—Republicans? We have done our duty by the Man of the Age and the holy Cause whereof he is in our day the champion.—Can you look us in the face and say the same for yourselves.—*New York Tribune.*

## ACCIDENT IN NEW YORK,

A few minutes after 8 o'clock last Friday evening, William Bamber, Esq., the known and highly respected Clerk in the office of the Attorney General, went into the Drug Store of Archibald McClure & Co, in Albany, to purchase half a gallon of alcohol. John Rice, brother of one of the firm waited upon him, Mr. Bamber holding the lamp while Rice poured in the alcohol the can brought for that purpose.

While thus engaged the light communicating to the alcohol—although both parties, aware of the inflammable character of the liquid, endeavored to advert any catastrophe by bringing the light into too close proximity with it. In a moment persons in the neighborhood were startled by an explosion which sounded like the shooting of a large rocket, and by a volume of bright flame pouring out of the west door of the building facing State-st., near which the alcohol was being drawn.

In an instant afterward, young Rice ran out on the side walk, with a bright flame encircling his legs from his knees down. He seemed bewildered, and ran down the street, endeavoring to extinguish the flames by brushing them with his hands. He was seen seized, and the flames extinguished by proper woolen appliances.

It was some seconds after M. Rice made his escape before Mr. Bamber succeeded in reaching the door; and when he did so, he presented a most awful spectacle. He was a perfect sheet of flame, from his feet to the top of his head. The flames could not be smothered until a large piece of carpet was obtained, in which he was enveloped; and even then—the carpet not encircling his head—the flames continued to burn on his face and head, until a pail of water was obtained and dashed upon them. It must have been a full minute from the time of the explosion before the unfortunate man was released from the scorching fires which encircled him.

On taking him home and removing his clothes, he was found to be blistered from his toes to his lips. His breast and shoulders were also badly burned; as were also his neck, face and head. A few minutes past one o'clock he died.—*New York Tribune.*

Great Riot in New York.—An Irishman named Thomas Kaine is under arrest for some time in New York, upon a charge of attempting to commit murder in Ireland. He was demanded by the British Government under the Ashburton treaty and his friends have moved heaven and earth, and the place below, to get him discharged. Indignation meetings were held, which we are sorry to say, Horace Greeley disgraced himself by attending. It was pretended that Kaine was a political offender, and that the British Government desired to get him in its clutches on that account. There does not appear to be the smallest pretence for such a story. He is simply an ignorant, brutal murderer, who would agree to kill a man for half a crown. Writs of *habeas corpus* were sued out and legal ingenuity put to the rack to effect Kaine's release, but to the honor of the American Courts they have firmly maintained the law.

An attempt was made by two or three thousand Laborers, mostly Irish, to rescue him as he was taken from the Court. A strong force of police guarded the prisoner. They were assailed by stones and brickbats knocked down and some of them injured it is feared, mortally. But they stood there ground firmly, beating off the rioters with their clubs and fighting the whole of the way to the prison, where they safely lodged their prisoner. Ten of the rioters were arrested, most of them badly wounded. We are glad to see the supremacy of the law maintained in a case where so many were ready to wink at its violation.—*North American.*

Riot in Baltimore.—On the morning of the 25th a terrible riot took place at Baltimore between the United and New Market Fire Companies. The fight commenced in Baltimore Street and lasted for three hours. Upwards of 100 pistol shots were fired. One of the participants was shot in the mouth and disfigured for life. A respectable merchant named Didier, and a Mr. Spars, a member of the New Market Company, were also shot and are not expected to recover. A man named Pintner was also shot but notseriously injured.

Battle with Camanche Indian—Eighty Men Killed.—The telegraph from New Orleans of the 26th announces that dates from Fort Smith, Arkansas, state that 2,000 Camanche Indians had attacted it, and killed Capt. March and his whole command of 80. The battle continued for two days.

The Boston *Journal* of Tuesday gives an account of a serious accident which occured on Saturday evening, near Stockport on the Hudson River Railroad. A passenger train coming from New York to Albany was at full speed, when suddenly, in consequence, of the misplacement of a switch, the engine, baggage, car, and one passenger car, were precipitated over the enbankment into the river. The rest of the cars, three in number, were partly overturned, but did not reach the water. The engine, tender and baggage car went entirely under water, but the passenger car became lodged upon them, so that singular to say, those inside were enabled to escape. Though several were injured by the force of the concussion [illegible]

An alarming accident occured on board the steamer *Pilot* on Monday morning. As she was about starting from Quebec [illegible] dock gave way, and those upon it were precipitated below. The *Chronicle* states, that fourteen persons were more or less injured, none seriously, except one boy, whose leg was broken. The greater part of the passengers immediately went ashore, but about sixty remained in the steamer, which proceeded on her trip.—*Montreal Pilot.*

The British Ministmr Mr. Webster, and Fishing.—Boston July 23, 1852.—The telegraph several times informed you during the early part of the last week, that Mr. Crampton the British Minister, and Daniel Webster, were closeted at the Reverse House, consulting upon the "fish" business: but this information was voluntary on the part of the lightning, and entirely without foundation in truth: for as it appears, Mr. Crampton did not arrive in town until this morning, via Fall River, route. He took quarters at the Reverse House and upon inquiring for Mr. Webster ascertained that he was engaged in fishing off Nahant. Her Britannic Majesty's representative smiled, and jestingly wished to know if Mr. Webster was experimenting upon the art of fishing before entering into negotiations upon the subject. Mr. Crampton immediately ordered a carriage, and proceeded to Nahant to join in the sport. It is expected that the representatives of the two countries will proceed to Marshfield to-morrow.—*N. Y. Herald.*

The Liquor Law in Boston.—The new liquor law went into opertion, in Massachusets, on the 22nd inst. The Boston *Bee* makes the day and the occasion the subject of an editorial article which says:—We are unable to say whether there was more or less liquor drank on the occasion. Judging from the exits and entrances of the "licenced houses," we should say the trade was brisk enough. We, however, do not know that those who went in, and and came out of licenced houses, either drunk the ardent in its various forms, or soda water, or what not—or, still further, that they drunk at all. Many people go in and out of church without "getting religion." Why not the same rule in the liquor shop? The law was yesterday the subject of general conversation. "When are the temperance folks going to begin there persecutions?" was the prevailing question. Nobody appeared to answer that. In the meantime, those that were thirsty went and drank. The general impression is, that prosecutions will not be urged in great haste, but that the field will be explored before the commencement of the grand stampede. We learn that one of the Judges of the Supreme Court, yesterday stated that the law could never stand in the world; that it is unconstitutional and oppressive. Two distinguished member of the legal bar her have endorsed these sentimente. They are of firm opinion that the licences granted by the Mayor and aldermen will hold good for one year. We think as much; indeed we feel sure that these cannot be broke down and the issue will prove so. Still the temperance men—true to themselves and their principles, are bound to test those issues, and we doubt not they will be readily met. As we stated yesterday the concientious opposers of the law have unlimited funds to go through the largest and longest course of litigation. A distinguished member of the temperance party is said to have applied to Justice Rodgers yesterday, for a search warrant to explore the premises of a well known liquor dealer. Several persons seen loitering round the premises of liquor shops were pointed out as members of some of the Spy Committees, recently organized It will probably take a few days for matters to get into action.

The Scott Cathering.—Yesterday was the first day of the great Whig gathering at the Falls. The number is estimated at from 40,000 to 60,000. Several speakers adressed the meeting yesterday, amongst whom were Horace Greeley, of N. Y.—Mr. Davis, of Maryland, Ex Governor. Johnston, of Pennsylvania, and Mr. White, of Cincinnatti, together with several other gentleman from other States whose names we have forgotten—this will be the great day.

Pickpockets at the Falls.—We understand that the light-fingered gentry were busy at the Falls yesterday, and several arrests were made by our vigilant police.

A clergyman from the West, with his two little sons, went down in the cars to visit the Falls. On taking his seat to return, he found his pocket picked of his wallet containing about $100, and he left without a dollar to prosecute his journey eastward, where he was going to place his boys at school.

It is a pity that even pickpockets would not exercise more discrimination in the exercise of their vocation than to rob clergyman, who, as a class, ought to be exempt from their depredations.

We also learn that two men had their pockets picked yesterday morning in or near the Niagara railroad office. One of $13, the other, $400.

As the 7 o'clock train for Buffalo was about leaving the falls on Tuesday evening, a lady on the cars had her purse stolen, containing about thirty dollars, and her passage ticket for the west. At the same time a gentleman had his wallet with about fifty dollars and his ticket for himself and wife taken. He came to Buffalo last evening inquiring how he could get to Elmira *without going by the Falls.*

Another had his pocket relieved of $500. But the villain was caught and sent to Lockport with seven or eight others.

Just after several persons had left the ticket office at the Falls yesterday, one of them exclaimed, "I have lost my pocket-book," which was echoed by four others in rapid succession.—*Buffalo Notes.*

Extraordinary Phenomenon.—Recently during a thunderstorm at Kingston, the lightening struck the bridge leading from the Town to Point Frederick, pierced a large hole in the floor, and threw down one of the stone piers. A soldier crossing at the time, had his clothes torn by the lightning, and the metallic ornament on his cap melted, but escaped without serious injury.

The *Pilot* is informed that a company of Americans have purchased the lot on which the ruins of the old Donegana Hotel, are still standing, and propose to erect thereon a new hotel which in size and magnificence, shall be untravalled on the continent.

Singular Phenomenon.—Letters from the Island of Myteline, near Smyrna, mention that on the Morning of the 15th May, during the prevalence of a perfect calm, the sea all at once commenced rolling shorewards in heavy rotatory waves, succeeding each other at an interval of about five minutes, inundating the low shore, and retiring after a period of five minutes with an equally heavy swell, leaving the usually water covered bottom dry to a distance of many paces. This motion continued and with visible increase, until the sun reached the horizon, and at noon had become so strong that deeply laden ships in port were swung round by it in the short space of two minutes. After noon the motion gradually diminished, and by sunset ceased entirely.

A similar phenomenon is spoken of in the French Journals as having occurred at Marseilles on the 25th of the same month, when one of the steam packets of the Messageries Nationales broke by its violence from her chain moorings and ground tackle, and but for the timely assistance rendered by the commander, officers and crew of her Britanic Majesty's steam mail-packet Banshee, whose boats were promptly despatched to the assistance of the drifting vessel she might have suffered very material injury if not perhaps total loss, by being cast against the piers. On the following morning the commander of the French packet repaired on board the Banshee in full uniform, as also the directors of the Messageries Nationales, to return their acknowledgments to Lieut. Hosken, for the valuable assistance he had rendered.

Conservatism!—"For sleeping, a bed is decidedly preferable to most other arrangements, but there is something grand in a snooze in a Railroad-car. It is an assertion of your own individuality against the spirit of the age. With a very greatful compalcency you close your eyes, fold your hands and droop your head, while the train roars away at thirty miles an hour, the very incarnation of modern progress and bustle, and you, for a little while, the type of ancient repose and conservatism."—*Edt. Cor. of the N. Y. Tribune.*

## DESTRUCTIVE FIRE IN THIS CITY.

Early on Wednesday morning last a destructive fire broke out in the workshop of Mr. Reid, which spread itself with such fearful rapidity, that, notwithstanding the efforts of the Fire Brigade to extinguish it the following buildings were destroyed: Mr. McKay's Inn and stabling; a frame house on Charles street, and a two story brick house occupied by Mr. Goldie Mr. Reid's Cabinet ware-room, facing King Street West, was also partially destroyed. A considerable quantity of furniture was removed from the various buildings in time to be saved, although it must have been considerably damaged amid the confusion and heat produced by the onward progress of the fire. The eve of Messrs. McKeand, Brother & Co's extensive warehouse took fire, and it was a long time feared that the efforts to extinguish it would prove fruitless. Although we are not fond of "indiscriminate puffing," it is due to the fire companies to state that were it not for their presence at the fire, the destruction of property would have been considerably larger. The officers and men deserve the highest praise for the manner in which they acted on the occasion, some of whom we observed in the topmost story of Mr. Reid's warehouse *endeavouring to extinguish the fire which was then blazing on the roof over their heads to the eminent danger of their lives.—Journal & Express.*

Plattsburgh and Montreal Railroad.—The *Plattsburgh Republican* gives the following account of the proceedings on this Road:—

"We learn that the two Tracklaying parties on the line of this Road between this place and Moore's, have being doing wonders during the last week, and that by to night the last bar will probably be put down to complete the connection between our place and the Ogdensburgh Railroad at Moore's.

The regular Passengers Trains, we understand, will commence running, on or about Tuesday, July 20th, in connextion with the Trains of the Ogdensburgh Road the morning and evening Boats on the Lake and the Rutland and a Burlington Railroad, and that a large amount of travel will be immediately poured upon the Road there can be no doubt, and within a month we may expect to see the cars running through from Caughnawaga to this place, over the entire line of 52 miles in length.

We had occasion a fortnight since to pass through the village of St. Remi, which lies on the line of this road, and where there is to be a depot. The grading was then completed there, and the tracklaying was proceeded with great rapidity. From what we saw, we presume our Plattsburgh contemporary is justified in his prediction. —*Montreal Pilot.*

Great Western Railway—Steam Excavator.—Messrs. Moore & Pierson, the enterprising contractors for the section of the road passing through this city, have nearly ready for working, one of those powerful iron "navies," which is, we believe, capable of removing one yard of earth per minute. Something of the kind was much wanted, as we understand the contractors have had the greatest difficulty in procuring sufficient labor for their extensive works, even at the high rate of wages they pay. We are sure that no effort will be wanting on their part to have their section finished within the time specified for the completion of the line. We observe that the work-shops for the building of the cars are in a state of great forwardness. Pile driving, under the direction of Mr. Stone, is rapidly progressing. Indeed, the whole works going on around the depot grounds, speak well for the energy and exertion of all concerned—Engineers as well as contractors.—*Canadian.*

Sale of a Railway Stock.—On Monday week, the whole stock of the engines, carriages, and other working stock of the Fleetwood, Preston, and West Riding Railway Company was brought to the hammer, under proceedings taken by the Preston and Longridge Railway company to recover the amount of one years rent, due on the 1st of January last, from the former as the lessees to the latter, as the lessors of the line.—The whole was sold at fair prices. The line has been closed since Sunday last, and yet remains shut up, and it is uncertain how soon it will be open.—*Preston Chronicle.*

Who have a Right to vote for School Trustees.—A question of considerable importance, in connection with the municipal and common school systems of the Province, has just been decided by the Court of Queen's Bench. At the last annual election for School trustees for this town, the Returning Officers were of opinion that persons rated for Statute labour only had no right to vote, and refused to receive any such vote when tendered. Some parties felt aggrieved at this, and insinuated proceedings in the Court of Queen's Bench to try the question; and the decision of the Court is that no person except freeholders, and householders, properly rated as such, have any right to vote for school Trustees. The decision, as consonant with common sense as it is with law, gave general satisfaction.—*Niagara Chronicle.*

Tom Moore's Journals, &c.—The sum £1100 has, we hear, already been subscribed in Ireland towards erecting a public monument to the late Thomas Moore in his native city. In London a committee has been formed, with Lord Lansdowne at its head and Mr. Thomas Longman for its treasurer, to promote the same object. Our readers have been already informed that the deceased poet left a manuscript memoir of his life and a diary almost to the period of his death. These occupy ten closely written volumes; and Lord John Russell is to be their editor—in conformity with the following clause in the poet's will;—"I also confide to my valued friend Lord John Russell (having obtained his kind promise to undertake this kind service for me) the task of looking over whatever papers, letters, or journals I may have left behind me for the purpose of forming from them some kind of publication, whether in the shape of memoirs or otherwise, which may afford the means of making some provision for my wife and family." For these manuscripts the Messrs. Longman have, we understand, agreed to pay Mrs. Moore the liberal sum of £3000; and they are now undergoing the necessary review with a view to printing. The first volume will, we believe, be published in October, and some good "bits of gossip" from the diaries are already current in literary and political circles.—*Athenæum.*

Frightful Massacre at Sea.—The ship *Robert Bourne*, Bryson, master, sailed for this port from Amoy, on the 21st of March, having on board 450 Coolies. In lat. 23 N., lon. 128 E., a difficulty occurred between the Captain and officers and Coolies, when the former were all murdered. Some of the crew escaped by taking to the boats. The vessel subsequently went ashore at one of the Manganese Islands in the china sea, when the coolies were received by the natives in the most friendly manner. The seamen who had not been fortunate to escape, then succeeded in getting the vessel off and putting to sea, and ultimately reached Amoy when the E. I. Co's steamer *Semaramis* and revenue brig *Silly* were immediately despatched to arrest the mutineers. At the latest dates, a number of the mutineers were committed for trial. A portion of the cargo taken by them was brought back by the above vessels to Amoy.—*San Francisco Herald, June 28th.*

The ten hour law, restricting the time of labor of children, male or female, or ten hours per day, under a penalty of from $5 to $20, has passed, in Ohio.

Good News for Railroads Travellers.—Paine, the water gas man put forth an invention of substantial utility. It is a ventilating dust proof railroad car. By a new and ingenous ventilating contrivance, dust, cinders, sparks and smoke are kept out of the cars, and the air is kept pure within. This is a great invention, and has been thoroughly and satisfactorily tested on the New York and New Haven Railroad. We hope the invention will de generally adopted by our railroad corporation.

## STORM IN THE DESERT.

Our road lay near the river, through tracks of thick halfeh, four or five feet high. The wind blew volently from the north, and the sandy haze and gray vapor in the air became so dense that I could scarcely distinguish the opposite bank of the Nile. The river was covered with white caps, and broke on the beach below with a wintry roar. I was chilled with the strong wind, which roared in the sout and made my beard whistle under my chin like a whisp of dry grass. Several ships passed us, scudding under bare poles, and one which had a single reef shaken out of her sail, dashed by like a high pressure steamer. After two or three hours we passed out of this region. The desert extended almost to the water's edge, and we had nothing but sand and thorns. The wind by this time was more furious than ever, and the air was so full of sand that we could not see more than a hundred yards on either hand: The sun gave out a white, ghastly light, which increased the dreariness of the day. All traces of the storm were obliterated, and we could only travel at random among the thorns following the course of the Nile, which we were careful enough to keep in view. My eyes, ears and nostrils were filled with sand, and I was obliged to bind my turban so as to nearly cover my face, leaving only space enough to take a blind view of the way we were going. At breakfast time, after two hours of this marytyrdom, I found a clump of thorns so thick as to shut off the wind, but no sooner had I dismounted and crept under its shelter than I experienced a scorching heat from the sun, and was attacked by myriads of the small black flies. I managed to eat something in a mad sort of way, beating my face and ears continually, and was glad to thrust my head again into the sand-storm, which drove of the worse pests. So for hours we pursued our journey. I could not look in the face of the wind, which never once fell. The others suffered equally. In the terrible wastes of the Nubian Desert we would scarcely survive such a storm.—*Taylor's African Travels.*

## CROWN LANDS AND THE OPENING OF ROADS BY THE GOVERNMENT.

We notice in *Le Canadien*, one of the government organs in Quebec, some important semi official information, in relation to the Crown Land department, and proposed government aid for the opening of the roads. We translate the article of *Le Canadian*, as follows:—"We have the pleasure to learn in a positive manner, that the Government has just resolved to ask of Parliament, a vote of £30,000, to be employed, one half in each section of the Province, for the opening of roads and other ameliorations, which will have the tendancy to promote the settlement of the land of the Crown.—With the same view the Governor General in Council has just reduced the price of lands to the following rates: In the County of Outaouais 3s. per acre. Along the remainder of the North border of the St. Lawrence, (excepting the Saguenay which is spoken of lower down) the same as in the south part of the district of Quebec, to the east of the Chaudiere River and the Kenebec road, 1s. 6d. per acre. To the South of the St. Lawrence, in the district of Quebec, to the West of the Chaudiere River and Kenebec Road, 2s. per acre. To the South of the St Lawrence in the districts of Three Rivers, St. Francis and Montreal 3s. per acre. In the district of Gaspe and the Saguenay 1s. per acre Payments in all must be made in five years, with interest, one fifth payable at the time of sale.—No more than 200 acres will be sold to one individual. In certain particular cases, the government reserves to itself the right to exact a higher price according to circumstance. In Upper Canada with some exceptions, the price will be fixed at 7s. 6d. per acre, for all that part situated, to the West of the Counties of Durham and Peterborough, payable in ten years with interest. Everywhere else the price will be 4s. per acre, payable in five years with interest. The above rates are for persons who possess some means. Those who have none, will still possess the advantage of getting 50 acres of land, upon the Government roads, at the only charge of keeping in order the road in front of each farm. The £15,000 which will fall to our part, will no doubt be far from satisfying the wants of our colonisation; but well employed, and that is the important point, they will do much. And we have reason to believe, that this is but the beginning of a system of encouragement, which will be continued in succeeding years. Here is something good, but to obtain the desired end, we must have, we repeat it upon every occasion, at the Crown Land's Department, a man, active, experienced, intelligent, and above all, in his heart devoted to the work of colonization, a man who will be the principal if not the single spirit of the whole scheme. When we see in this young country, in which good lands abound, our youth emigrating by thousands every year, it is certainly worth while to stop so serious a public evil, and which if it continue, will be enough to brand our government with incapacity or malevolence. We demand a man from Lower Canada, because a man from Upper Canada cannot sufficiently understand, the wants the manners the particular circumsiances, of our rural population. We demand a man specially devoted to the work, because in governments as elsewhere, the business of all, is only personal. We besides suppose, that each head of the other departments, has enough to do in his own *bureau*, and the work of colonization in a country so vast as Lower Canada, will be quite enough of occupation for any one man."—*Colonist.*

## NAMES OF COUNTRIES AND PLACES.

The following countries were named by the Phœnicians, the greatest commercial people of the ancient world. These names in the Phœnician language signify something characteristic of the place which they designate. Europe signifies a country of white complexione—so named because the inhabitants there were of a fairer complexion, than those of Asia and Africa. Asia signifies between or in the middle—from the fact that geographers place it between Europe and Africa. Africa signifies the land of corn or ears—it was celebrated for the abundance of corn and all sorts of grain.—Lydia signifies thirsty or dry—very characteristic of that country. Spain a country of rabbits or conies—this country was once so infested by these animals, that Agustus was sued to destroy them. Italy a country of pitch. Calabria for a similar reason.—Gaul, modern France, signifies yellow haired, as yellow hair characterized its first inhabitants. Caledonia is a woody region.—Hibernia is utmost or last habitation, for beyond this westward, the Phœnicians never extended their voyages. Britain the country of tin, found on the adjacent islands. Albion, which signifies in the Phœnician tongue either white or high mountain, from the whiteness of its shores, or the high rocks of the western coast. Corsica a woody place. Sardinia, the footsteps of a man, which it resembles. Rhodes, serpents or dragons, which it produced in abundance. Sicily, the country of grapes. Scylla, the whirlpool, in destruction. Syracuse signifies bad savor, so called from the unwholesome marsh upon which it stood. Ætna signifies furnace, or dark, smoky.

## ARRIVAL OF THE EUROPA.

New York, July 29.

The steamship *Europa* arrived at her wharfe at 1 p. m., with three days later news from Europe.

Cotton dull and 1 1-6 lower. Flour has declined 6d., Wheat 1d. a 2d. Market dull. White corn firm. No yellow offering. Beef, pork, and cheese are quiet. Lard quiet at 60s. Manchester market dull and steady.

The *Hermann* arrived off Southampton in eleven days and seven hours.

The political news is of little interest. Excessive heat all over Europe has paralyzed political action.

The elections were drawing to a close. The result thus far is in favour of the Government.

A dreadful riot, between the Roman Catholics and Protestants, had occurred at Belfast, which was put down with the loss of several lives.

The Emperor of Russia had again taken a sudden journey to Berlin.

The President of the French was to leave Paris on Sunday.

The Overland Mail reports that Bah had been captured by General Goodwin.

Trade in Calcutta was brisk.

Paris letters announce several storms in various parts of the country, with loss of life and much damage to the crops.

## TERRIBLE DISASTER.—BURNING OF THE STEAMER "HENRY CLAY" ON THE HUDSON RIVER.

Albany, July 28th—9 p. m.

The *Henry Clay* was burned about four o'clock this afternoon, two miles this side Yonkers, on her way to New York from Albany. She had one hundred and fifty passengers on board. Twelve or fifteen of them certainly are lost. Among them were the the wife and two children of Prof. —— at West Point. One child was burnt on board—another died in the cars on the way to the city.

Two ladies drowned, were taken on shore.

## BY TELEGRAPH LAST NIGHT.

New York, July 29th.

The *Henry Clay* left Albany at 7 o'clock, yesterday morning, having on board about 300 passengers. The *America* left the same place a few minutes afterwards. On the passage down, there was, as witnesses testify, a continual strife between the two boats. At one time the *Clay* crowded the *America* almost upon the Western shore, and forced her to drop astern. The passengers on the *Henry Clay* finally became greatly alarmed on account of the racing, and some time before the fire, a number of ladies were running about the cabin, as if sensible that some catastrophy was impending. Some of the officers of the boat went among them and tried to pacify them. It is said the race had been so hotly contested, that the boats had purposely missed some of their landings. However no accident or outrage occurred until a few minutes after the *Henry Clay* passed Yonkers, when it was discovered that the wood-word near the boilers and flues was on fire. The alarm spread, but the officers of the boat, judiciously, without doubt, told the passengers there was no danger. The pilot saw no time was to be lost, and headed the boat for the Eastern bank. Before reaching the shore, the flames had spread so as almost to prevent communication between the fore and aft parts of the boat. About 3 o'clock, the boat came ashore, lying at right angles with the river, and the bow driping up some 35 feet on dry land, and plunging with tremendous force into the railroad embarkment, which is there some six or eight feet high. While the bow was high and dry, the greater portion of the boat, and unfortunately that which held nearly all the passengers, was in deep water. The passengers immediately began to jump overboard. Those on the bow got off safely, and began to help others, By great exertion the large majority of the passengers got ashore: some scorched—nearly all with loss of clothes, trunks, &c. The rapid spread of the fire, which had forced the passengers at the stern overboard, was the cause of the loss of a large number of lives. The scene was one of the most terrible character. Mothers, with their children in flames, trying to save some dear child. Children struggling in the waves, without a hand to help them. Husbands and wives drowning together, rather than separate; and the remorseless fire rapidly destroying the last standing place of the helpless victims. There were few houses in the neighbourhood, and very little help to be had from the shore. When the five o'clock train passed, the boat was nearly consumed. The rescued passengers had dispersed, and the worst was over. The number of bodies recovered before we left at nine o'clock, p. m., was twenty-three. The boat was entirely destroyed before seven o'clock. Nothing was left at five o'clock, except a fragment of the bow some ten feet high, which burned slowly like a waving beacon to light up the shapeless wreck.

30th July.

The excitement relative to the *Henry Clay* tragedy continues unabated, and the authorities have taken measures to have the matter thoroughly investigated. Three more bodies were recovered this morning near the wreck of the *Henry Clay*, and the clothes of the missing passengers were found under the wheels and keel of the vessel. The Corone's Jury had not yet returned a verdict. The names are all given, but there are none from Canada, mostly from New York.

LATEST FROM THE WRECK.

The workmen who were engaged in grappling for the dead assert their belief that there are yet many bodies lying under the wreck, which leans upon them, and fearing they would multilate the remains, they deferred extricating them until the timbers can be raised. Whilst scouring the bottom of the river, pieces of clothing were hooked up, but the bodies could not be pulled out without tearing the limbs and flesh.—*Globe.*

## THE LUNATIC ASYLUM.

It will be seen from an Advertisement inserted in the City Papers, that the doors of the Asylum have been closed by the order of the Board of Directors from the 26th instant, against the admission of non-paying patients. The reason assigned is that the Legislative grant has been absorbed, and Government refuse to advance more funds at the present time. This course appears to us most unwarrantable. There are, it may be, numerous patients now on the way to the Institution, and therefore to close its doors so peremptorily—without prior intimation, and without any necessity, is exceedingly reprehensible. Surely the operations of a large Provincial Institution such as this might have been conducted without any difficulty until the meeting of Parliament. The members of the Board differ with respect to this proceeding, and we learn that some of them have already signed tickets of admission in cases which could not have been set aside without manifest cruelty. The members of the Board who adopted the resolution to close the Institution until funds were obtained, were, we are told, very free in expressing their maledictions against the Government upon receiving its refusal to exceed the parliamentary grant, of $20,000.

It is a grave question whether any authority inferior to Parliament has any right, according to the Statute, to shut the doors of this Institution against the poor, and especially as it is supported by a general tax upon the inhabitants of the province. Besides, it is notorious that there are ample funds at the disposal of the Commissioners or Board, not, it is true, directly applicable to its maintenance, but rendering the paltry excuse alleged by members for the present exclusion of Pauper Lunatics, utterly indefensible.

We trust that the Government will exercise its authority in immediately requiring this resolution of the Board to be rescinded and the poor admitted as heretofore.—*Examiner.*

HURON SIGNAL.

THURSDAY, AUGUST 5, 1852.

## OUR GOVERNMENT.

The Electors of Huron may rest assured, the assertions of the Toronto *Globe* to the contrary, that our Government, or the present Ministry at the coming Session of Parliament, are prepared to do their duty, that the great Clergy Reserve and Rectory question, which has so long agitated the country is not to be shirked—action will be taken upon it by the Ministry at their first sitting. They may, to some extent, be guided by the acts of the Home Government, that is as to whether they shall bring the matter forward at the opening or at the close of the coming Session, should a Reform Ministry be again put at the head of affairs in Britain, which from the turn the elections has taken, there is every probability of, a Bill *will* be passed by the Home Government to enable our Provincial Government to settle this much vexed and long agitated question forever, in accordance with the wishes of the majority of this Province. But, should such a Bill not be obtained from the Imperial Government, the resolution of the Honorable Malcolm Comeron of last Session, will pass this Session, and it will then be for the Home Government to say whether they will refuse it the royal sanction or not. There are many other measures of vital importance to this Country which we hope and believe will be acted upon by the Ministry, such as increased representation based upon population.

A general Railroad Act which will afford every facility, for enterprising Companies, who are willing to enter into projects of this nature would be of immense benefit to the country, and which we hear has been mooted by some of the members there, and many other good and practical measures which might be enumerated, but which we decline doing, as we have every confidence in the practical business talent which compose our present Government. Never has Canada, at any former period of her history, had as many practical business men forming *one* Administration—men whose talents are admitted, and who have been brought up, *in and with the country*, who can enter into every sentiment and feeling connected with the interests of our new and rising settlements—men who know their wants, and are willing to legislate for them. Rumours have been afloat that the ministry would break up before the house met—but we have every reason to believe this to be without foundation, in fact from conversation we have had with friends who have just returned from the seat of Government, the greatest unanimity prevails among them, and they have every confidence in being well sustained. And although we are not among those who think that a Government is to pass every measure that we want, whether it would suit their policy or not, still we are prepared to be a good deal disappointed unless a good deal of sound practical Legislation is performed this Session—we wish them success.