



**The Carleton Place Herald**  
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AT CARLETON PLACE, BY  
**JAMES POOLE,**  
EDITOR AND PROPRIETOR  
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**WAGES OF THE POORER BRITISH CLASSES.**

Under this head, the London *Mechanics' Magazine* states that the working men of Great Britain are doing badly in the Statistical Society, which has published elaborate papers on the wages of Agricultural laborers, mechanics and artisans, thus affording information respecting the improvement in the condition of the "working classes."

Exactly 200 years ago, the justices in some of the English courts fixed the weekly wages of agricultural laborers at 7s. per week in summer, and 6s. in winter. The pay of mechanics at that time was the same as those laborers. In 1824, the average wages of agricultural laborers in nineteen counties of England had risen to 9s. 4d. per week; in 1837, to 10s. 4d. (English); and in 1860 to 11s. 7d. In two centuries, the wages of the worst-paid class of labor has nearly doubled in England, while machinery has increased in a tenfold ratio. Those who have so unintelligently complained that an increase of machinery robbed the workmen of employment, and thus greatly injured them, have but to look at such statistics for the most complete confutation of their crude reasonings.

During the last two centuries, the wages of most of the mechanical operatives in Great Britain have increased fourfold. Mechanics that received only 6s. or 7s. per week in 1660, now receive from 24s. to 40s. per week. In 1800, the wages of a coal miner was 16s. per week; now it is 33s. The increase of wages during that 30 years has been about 20 per cent. In Manchester, the chief seat of the cotton manufacture, the increase has been from 13s. to 25 per cent. The wages of engine tenders in 1839, were 24s. per week; now they are 30s. The wages of piecer boys have advanced from 8s. to 10s. The young men and boys engaged as silk spinners, who received 7s. 6d. in 1839, now get 10s. A shilling is about 24 cents of our money.

These are some of the statistics presented but they do not convey a correct idea of the real increase in the rewards of labor and the comforts obtained by the working classes, for, with such a great increase of remuneration, there has been a general decline in the hours of labor and a very great decline in the price of most necessities of life. In cotton manufactures, there has been a decline in the hours of labor amounting to about one day in the week, and other mechanics about half a day weekly. The reduction of the hours of labor, it is stated, has been brought about by the agency of strikes.

The clothing of the working classes has been reduced in price in a far greater proportion than their wages have been advanced. The female factory operatives and domestic servants now dress in silks and the finest quality of woolen and cotton fabrics. One century ago, only coarse woollen apparel was worn by them; silks and fine cottons were unknown below the nobility and the wealthy merchants. In short, there has been a most gratifying improvement in the condition of the producing classes of Great Britain, and this improvement is still going on, and, strange as it may seem this progress seems to go forward as if it had joined hands with all the new improvements and useful applications in machinery. Reasoning from such data, the conclusion is inevitable that the mechanics who invent improvements in machinery not only benefit themselves individually but, at the same time, raise their fellow workers one step higher with every new and useful invention.

**BRUTALITIES OF THE PRIZE RING**

The *Times* again contains a report of a coarse outraging public decency, called "The fight for the championship." It took place on Tuesday, on an island in the Medway, the combatants being two men, named Hurst and Mace, the former of gigantic frame, and the latter a very small man. The details of the contest exceed in brutality even those of the Heenan and Sayers fight. Hurst's advantage in size and weight appears to have been counterbalanced by the superior agility of Mace. The *Times* says Hurst was half smothered in his own blood, and his face was washed as if Mace had been assaulting him with a razor instead of his fists. The fight went on without change, Hurst bleeding at every point, his blood covering himself, splashing on to his antagonist, and his nose, finally saturating the grass and soaking the ground. But, though now utterly blind, his features smothered out of all recognition almost as a human being, and reeling from his fearful loss of blood, the gory, disfigured giant still tottered from his corner, only to be sent staggering back by an antagonist that he seemed capable of annihilating. The giant was pressed to yield, but would not, and, after receiving a few more blows on his helpless heaving flesh, his backers gave in for him without his knowledge, and he gradually became insensible, and this fearful, disgusting, and one-sided struggle was over. The spectacle which Hurst presented is too horrible for description. Even the oldest champions of the ring were aghast, says the *Times*, "at the fearful punishment inflicted in fifty minutes. Mace had not a single mark on him. Great sympathy was expressed for Hurst, and Mace went about and collected £25 for him! The injuries sustained by Hurst in this disgraceful affair are of so very serious a character as to occasion considerable apprehensions as to the result. The usual and the maxillary bones, forming an arch of great strength for the bridge of the nose, are not only fractured, but greatly depressed; and the "ethmoid," a bone of the skull, is also broken. Hurst has been placed under the care of an eminent surgeon in London.

A bear has lately been roaming in the woods near Buffalo, destroying calves.

**THE GREAT EASTERN AT QUEBEC.**

Quebec, July 13, 1861.

The arrival of the Great Eastern may be set down as a great event in the history of the navigation of the St. Lawrence. She swings quietly at anchor under the heights of Cape Diamond, exactly opposite the Grand Trunk Ferry. She has plenty of room. The water, when the tide is out, is many fathoms beneath her, and the Queen's wharf with pride, and just pride, that two more such ships could swing with ease by her side. It is not every river of which the same can be said. And, take it for all in all, it must be further said, the Great Eastern has never entered into a harbor so magnificent since she first floated upon the Thames. We have heard many sneers at the want of commercial success which has so far marked the career of the Great Ship, and at the many contretemps which attended her early days, the one and the other representing the enthusiasm and confidence of the public.

When the project of building her first excited men's wonder, and touched the national pride. But the question of her want in commercial success is not yet decided; while her splendid success as a troop ship is established; and, as was recently pointed out in the House of Commons, it is of no small national importance to be able to send in a few days to any distant colony as Canada comparatively large bodies of men, horses, and artillery, with ease, comfort and safety.

Ability to work this ship with ordinary appointments as to crew and officers, which this voyage seems to have established, must also have an important bearing on her commercial success. And when we look at the great strides of a few years, it is impossible to say what the future may not bring. Some time before the train reached the station at Point Levi, a view of the Great Eastern was afforded as she rode at anchor in the very middle of the stream; and there was a general and eager crowding to the windows of the cars to see her—by many for the first time. There was no mistaking her long, black, sluggish, rather dirty looking hull, with her six masts, and five long black funnels. She plainly asks for no admiration for any exterior show. Her paddle boxes rise very little above the flush of the deck, and interfere very little with the symmetry and sweep of her long even lines. Her rigging looks as naked and simple as her outward adornment. Her six masts are, it is true, as tall as those of other ships, but they are not so crowded, with only a few ropes connecting with the deck, with no cross spars, and look at first sight like six long stuck up poles, made fast with as much economy of wire rope as possible; and she has no bowsprit. "That can't be the Great Eastern," said one. "It must be the Golden Plover," said another. "Well, it's an ugly looking thing," said a third. "She's not so big after all," said a fourth. And so the conversation ran around me. The feeling of the people who revealed in hasty exclamations their first impressions, was evidently of disappointment. Probably that of the people who did not speak, but stopped instead to think, was of a different nature.

It is little to be said that the ship is a long one, but a short and stout one, with sand tons and a long and a half of the river which rolls by the abrupt and magnificent rocks crowned by the Citadel of Quebec. The iron monster which lies so calmly in the stream, and of which some people express disappointment, is yet over the eight hundred feet long! Her exact measurement being 680 feet. Her width 83 feet. Her depth from deck to keel, or rather to the bottom, for she has no keel, is 60 feet about two-thirds of which seemed to me to be above water. Let the reader who wants to appreciate these dimensions, just measure off the "eight of a mile" in some place with which he is familiar, and then fancy a ship of this size, and you will find that it is not so big after all. He will scarcely understand this statement of figures unless he does so. I should fancy in Montreal (I speak from a rough estimate), that it would reach in Great St. James street, from Bleury street to the Bank of Montreal; but Great St. James street is not 83 feet wide; it is not over 55 or 60 feet. This ship, which one of the railway men has thought "not so big after all," is yet as big as twenty or thirty ships of large size rolled into one. She is as big as twenty-two and a half ships of a thousand tons each kneaded into one! Her tonnage being 22,600 tons. Imagination stumbles when it is brought in the face of such figures as these, and comprehension for a while is difficult. A ship of a thousand tons is quite a respectable one; a few years ago it would have been thought a monster. Columbus discovered America in a ship of about 150 tons; and the Pilgrim fathers crossed the ocean in one of 180 tons. The Great Eastern, therefore, is 150 times larger than that in which Columbus crossed the ocean; and 125 times larger than that which took the Pilgrims to Plymouth rock. One step on the ground from the railway train and continues to look at the Great Eastern, her great size, and the beauty and grace of her proportions, grow more and more upon me. The numerous ships of the river look tiny beside her—even the Golden Plover, and she is a magnificent steamship, finer than a seldom seen, riding proudly at anchor below her, like a very small insect in comparison with her.

Her proportions are not yet made for the public inspection of this notable visit to our waters, but by the courtesy of the agents a pass was given to a representative of the press, and a dollar induced a couple of boatmen to row me to her, with a promise to stay as long as I liked. I sailed round and round her, and this near view gave me still another and almost overwhelming impression of her giant proportions. You and your little boat seem, in comparison, as a beetle on a mountain, and you feel how trifling a motion of hers would sweep you under. Looking at her right in the face from the bow, she is very sharp; and as you look down her long sides, her lines so gradually swell out, that you scarcely perceive where the widening begins. Mace, the same as usual of great strength for the bridge of the nose, are not only fractured, but greatly depressed; and the "ethmoid," a bone of the skull, is also broken. Hurst has been placed under the care of an eminent surgeon in London.

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foot high. Immediately behind the paddle, up two flights of steps, we mount the ship's side, and stepping on her deck, as one looks before and behind and around, the greatest impression of size for the first time strikes one; and it is an impression which can never be forgot. The officers' quarters and entrances to the different saloons are built on the deck and between the masts and funnels, but on either side their is a wide space flush all round. And a walk around from the spot where one enters, is upwards of a quarter of a mile; four rounds being more than a mile. A respectable promenade that on board ship, and you become the more sensible of it as you pace it round. The ship is a scene of active life. Men and women are everywhere busy, painting, scrubbing, scraping and washing, to prepare for the great public on Wednesday next.

The Grand Saloon, with its great mirrors and elaborate ornaments will probably attract the most of the public. It is magnificent in every way: in size, in height, in splendor. You go from the Ladies' Saloon, again here is the same kind of magnificence. But I must not say with any attempted description of details. From these you step into groups of state-rooms, as large and comfortable as can well be divided on shipboard. The two main saloons are sensibly put in the fore part of the ship, before the paddles and engines, and far away from the disagreeable efforts of the screw. By a side passage you go from the main saloons to the dining saloons—eating is an important business on ship board; and these are quite as spacious as the others, but the ornament is less elaborate. From these also you go to groups of state-rooms, on either side, and below. Before visiting the engine rooms you may be tempted to wander among the compartments, (now fitted up with racks for soldiers' beds) which are adapted for receiving freight.

You wander along as it were in a labyrinth, always impressed with one idea—space. The ports at the sides of one of these compartments were open. They seemed large enough for a cart to drive in, or a railway wagon to enter. There are three or four floors.

The kitchens, the cooking apparatus, the larders, are all of the most extensive character, capable of providing for the wants of a whole community, the ship being calculated to carry 4,000 passengers, or as troops are usually carried on transports, 10,000. The engines are splendid specimens of machinery, and the machinery is in perfect order. The engines are nearly 50 feet in height and strike the beholder with amazement. The visitor enters the engine apartment down a flight of iron stairs. The apartment itself is divided into three stories made of light open iron work; so that the working of the engine may be seen from any point; and he is kept clean and healthy. The workmanship seems to be perfect, and the Chief Engineer told me the engines went as true as a watch in all their motions. From this apartment we go by a long, black tunnel, 160 feet long (which passes through some of the compartments, but there are means to cut it off in case of accident) to the screw engine room. Here again is another set of compartments, and the power, to turn the monster shaft which turns the screw. I am still not satisfied, but at the risk of dirty hands, face and clothes, may curiosity takes me down, down to the lower regions, where the fires are fed. I commence to count the furnaces, but gave up the task. There were too many. Here, too, there were men working at cleaning, with faces as black as the soot, and shining as the polished doors of their furnaces.

I have always looked upon the Great Eastern as one of the wonders of the world—the greatest mechanical work of men since the world began. Mr. Isambard Kingdom Brunel, the designer, may not have been the greatest man; but he availed himself, and set in train to bring about this stupendous result, the doing of all other men. And, as the Great Eastern now lies in the St. Lawrence, she is a monument of the accumulated mechanical wisdom and science of centuries. Men travel to the East to visit the Pyramids of Egypt, but they are less wonderful than the great ship before Quebec; and it is a greater thing to see the Great Eastern than the Pyramids. The Pyramids are huge structures of stones which defy the hand of centuries. But a monument of strength, of woven iron, the great ship is to my mind more marvellous than the stone. To her the girder principle is applied, that she has a power of resistance almost as great as if she were of solid iron. I think it may be said of her that she can defy the elements, and she can say she might not be broken by a miracle of God, but I think, humbly speaking, she need fear nothing but shallow bottom.

**REFORM IN THE ENGLISH CURRENCY.**

The merchants of London are being to move for a reform in the currency—a great subject, attention to which has been too long delayed. The currency question has hitherto been shunned by those most immediately affected by its operation as if it had no bearing upon trade; whereas, it affects more or less, the value of every man's property, and is the great lever to raise up or crush down all who are engaged in business. Of course the operation of the Bank Charter will form a prominent subject of investigation, and before long we expect to find all the leading towns founding associations to promote currency reform. Considering how enormous the trade of the empire has expanded during the last twenty years—more than doubled itself—the old machinery is still in operation, and the parties that benefit principally by this state of things are the great money and money lenders. So sensitive is the existing system to all external influences however slight, that disorganization in other countries reacts upon us with a severity that could not exist under a sound and more elastic plan. The persons to stand with advantage are the members of the various Chambers of Commerce throughout the land, and a few leading points might speedily be arranged that would be accepted by all moderate men, and that would command the attention and respect of the Government.

**WESLEYAN DEPUTATION TO AUSTRALIA.**

The Rev. Dr. Johnson and Mrs. Johnson arrived at Southampton on Tuesday morning, the reception given to the representatives of the Wesleyan British Conference in Tasmania, Victoria, New South Wales, and in South Australia, was most cordial. The large places of worship were inadequate to contain the multitude of all ranks and denominations who came to attend Dr. Johnson's ministrations. The *Watchman* states that the Wesleyan Conference in Great Britain and Australia had been greatly strengthened by this visit.

**SOMEWHAT SPUNKY.**

A young lady nineteen years of age, (writes a Washington correspondent of a Boston paper), has just arrived in this city, her home from Alabama, where she has been employed as a teacher. Finding that she could no longer stay at the South, because she came from the latitude of Washington, she started and reached New York Junction on the 19th of June, only twenty-seven miles from home. She went to Gen. Beauregard's headquarters to obtain a pass, and received a flat denial. She begged but in vain. She promised to take an oath not to speak of what she had seen or heard, but received this reply: "You know too much; you can't go through." This roused the spirit of the girl, and she replied: "Well, sir, I shall go home, if I have to go by the way of New Zealand to get there." She had provided herself with a revolver, and now she is on her way.

There is a certain degree of spunkiness in her, and a fellow undertook to detain her, whereupon with great coolness she drew her revolver, and told him that her trunk would go where she went. The fellow offered no further opposition. She had nothing to do but to retrace her steps, take a journey of 2,000 miles back to Alabama, thence via Chattanooga, Louisville, Cincinnati, Wheeling, Harrisburg and Baltimore to Washington.

THE POPE'S ILLNESS.—The Pope, it is believed, cannot long survive the illness under which he labors. His legs have swollen seriously, and he is suffering from crystalline—a dangerous symptom under the circumstances. He is in his seventy-first year, for it appears there was a mistake made respecting his age at the time of his election—a mistake of two years—which from politeness has not been corrected until the present time. He has been so ill as to be obliged to forego his official receptions, and, in the event of the worst happening, there will be a desperate struggle between France and Austria for the appointment of his successor. During the last few days a pamphlet has appeared in Paris, with the title. Touch not the Pope, to which many persons about the Emperor are said to be favorable, the leading idea of which is the maintenance of the City of Rome for the exclusive use of the Pope by all the Catholic nations, and the giving up of his temporal power over the other portions of his still remaining dominions. But for the presence of the French troops at Rome, an explosion would certainly follow the death of Pius the Ninth. Supposing him to die under his present ailment, his disappearance from the stage will be almost certain to lead to some arrangement better and more satisfactory to all parties than the one which is now in existence.

DEATH OF MRS. LONGFELLOW.—A sad accident, which proved fatal yesterday forenoon, befell Mrs. Fanny Longfellow, wife of Prof. Henry W. Longfellow, at their residence in Cambridge. On Tuesday afternoon, while seated at her library table, writing seals for the entertainment of her two youngest children, a match or piece of lighted paper caught her dress, and she was in a moment enveloped in flames. Prof. Longfellow, who was in his study, ran to her assistance and succeeded in extinguishing the flames, with considerable injury to himself; but too late for the rescue of her life. Drs. Wyman and Johnston of Cambridge, and Henry J. Bigelow of this city, were summoned, and did all that surgical skill could do. Both of the sufferers were kept under the influence of ether through the night, and yesterday morning Mrs. Longfellow rallied a little, but at eleven o'clock she was a quivering and accomplished lady, the daughter of Hon. Nathan Appleton. She leaves five children to mourn, with their father, a common loss. Prof. Longfellow's injuries, though serious, are not of a dangerous kind. Boston Advertiser.

THE CAMP AT LOGAN'S FARM.—There are about six hundred men at Logan's Farm. They are encamped on the high flat ground that lies just across the deep ravine which skirts the Piquette Road on that side. The spot is a grove of trees, which form a handsome grove; but the surface is rough, cut up with ditches and holes, and without any proper drainage. The soil is, moreover of a spongy descripting. The men, therefore, complain greatly of the wet arising from the heavy rains. Each tent is surrounded by a small trench, and there are about fifty in all. From the tents, the men are suspended on sticks and well guarded by a sentinel the men are almost all dressed in white canvas tunics with short skirts instead of the old red coats, which have been so long associated with our ideas of soldiering.—Herald.

**THE CROPS OF THE CONTINENT.**

A correspondent who has just travelled through France, Holland, Belgium, and Germany, informs us that the crops everywhere are looking splendid. A month ago, he saw rye in Belgium and Holland, six feet high. On inquiry from the farmers, he was informed that in a parts the crops were never so good as now. The fine-growing season, it was not so easy to form an opinion, although it is generally believed that the crops will be large. Our informant also assures us that he found a universal feeling of distrust prevailing everywhere, and trade almost extinct, particularly in Saxony. Some of the continental merchants say they would prefer a state of war to the present tantalizing suspense, not knowing what next. Notwithstanding the depressed state of trade, however, money is generally abundant.

**KINGSTON TO BE A NAVAL STATION.**

Something stronger than a mere rumor indicates that Kingston, in addition to being a military fastness, will soon be a naval station as of yore. It is now repeated with some degree of authority, that an armed fleet (consistent with treaty stipulations) will be employed upon Canadian waters. The rendezvous of the force employed upon Lake Ontario and the northern portion of the St. Lawrence will of necessity be at this port; no other harbor on the lake presents such facilities as ours, and here the dock-yards and storehouses are already built. If our information is as reliable as we take it to be, Kingston will soon hail the joyful presence of British tars, and her harbor be protected and enlivened by a gunboat or two. Kingston News.

**STRANGE BUT TRUE.**

A goose belonging to Mrs. Elizabeth Lebeck, of Sheffield, laid 12 eggs, and hatched six goslings. After six weeks' attention, she left them to the care of the candor, and has since laid 26 more eggs.—Waterloo Advertiser.

**THE CROPS IN THE NORTH OF ENGLAND.**

There is every prospect that corn may be cut in Northumberland during the first week in August, which will be a good month in advance of last year. The forward wheats are bursting into ear, and have made immense progress during the fine fore-weather that has prevailed during the past ten days. Hay harvest has commenced. New land hay is generally light, but old land is very abundant. Potatoes are looking strong and vigorous, and turnips are promising well. Altogether the harvest prospects in the North are cheering in the extreme.

A TRICK IN THE LEATHER TRADE.—We have lately seen considerable quantities of upper leather, of hemlock tannage, colored with yellow ochre and other substances to resemble oak tanned. Such disguises are easily detected; and for the expected profit there is substituted a loss, both pecuniary and moral. We advise the tanners, when there is a demand for leather, to have hemlock to take care of itself, and honestly produce what is required.—Shoe and Leather Reporter.

The *Huntington Herald* says that the late freshest did an almost incalculable amount of damage to farmers' crops adjacent to the river banks in the neighborhood. Whole acres of potatoes have been destroyed, and numerous instances are known of fields of ten acres which are scarcely expected to yield ten bushels. The potatoes were either washed out of the ground or buried with floodwater and mud. Cereals have suffered in a like manner, and the grass lands are covered with a coating of sand which will be a heavy scourge worth saving. The copious rains which we have had during the past week will, however, possibly somewhat improve its condition, unless it should happen to raise another flood.

The Princess Mary of Cambridge, whose betrothal to the Duke of Newcastle has been announced, is a very comely personage, but very stout—so stout, in fact, that she finds crinolines entirely superfluous, except around the bottom of her skirt; and it is said that it has been necessary of late to enlarge the floor of her carriage. A marriage was proposed between her and Victor Emmanuel and he was delighted at the prospect of a connection with the royal family of England through the owner of so charming a face as that of the Princess. The Princess was to him, but when on his visit to England, he saw the lady, if *Belshazzar*—himself so small had he retired precipitately from the negotiation. "I cannot marry that woman," said he, "she's broad enough to sit on the seven hills of Rome."

The Southern pirates appear to be reaping a rich harvest. The "Jefferson Davis" has actually ventured to within one hundred miles of Nantucket shoals, north of New York, and captured several valuable prizes. The N. Y. Herald has no doubt that these "impudent pirates" swarm the ocean between America and Europe, and some of them are not on their way to the East Indies and China, to capture United States ships laden with silks and other valuable cargoes.

From Paris we learn that rice straw is the bonnet most in vogue. The trimmings are generally of black velvet, with bunches of grass, daisies, and other summer flowers. There are also dress bonnets of figured tulle and roses, with the curtain of pink silk and tulle; straw colored crapes with a baby crown and a drum front, having between the crown and the front a wreath of yellow roses, from which falls a drooping feather on the left side.

A large delegation of females, relations of volunteers from New York, paid a visit to the New York Herald office a few days since to complain of their destitute and needy condition, the result of the absence of their fathers, brothers and husbands from the city, and consequently from their accustomed employment. They declare that the families of the volunteers will starve unless some relief be immediately rendered them.

The Prince Consort laid the foundation stone of the Merchant Seamen's Orphan Asylum at Snaresbrook on the 28th ult. Alluding to seamen, the Prince spoke of the deep interest taken in them by the Queen, as a class of men to whom the prosperity of the country was so largely owing.

THE GREAT FIRE IN LONDON.—There are now very few indications of active fire in Tooley street. A vast number of details relating to salvage will have to be arranged before the bulk of the claims under the fire insurance policies can be paid. The total losses will cause less delay. The disbursements by the office will be gradual, and spread over a considerable period.

At Goderich the other day, two men of the Schooner Sun had a slight altercation. Jarvis Wiley, one of them, killed John Macsawar, the other pitched him overboard, his head striking the dock as he went over. He was taken up some time afterwards dead. Wiley was arrested but expressed great sorrow for the result.

A DARING ROBBERY.—An elderly man named McKenna was attacked by some ruffians on the Plains, yesterday morning, knocked down and robbed of a sum of seven dollars, which he had on his person. No clue to the audacious perpetrators of this outrage has yet been discovered.—Quebec Morning Chronicle.

The Red River *Nov-Wester* of the 15th ult, says that Dr. Rae, of Arctic fame, Sir Frederick Robinson and Mr. Chaplin, a near relation of the Hon. Edward Ellice, arrived there the previous week, and intended starting westward on a buffalo hunt. Dr. Rae looked remarkably vigorous and healthy.

A public meeting was held in Exeter Hall on the 2nd inst. to organize a committee to raise money to educate Anderson, the fugitive from slavery, and to secure to him the opportunity to earn a livelihood.

An effort is being made to get up a contest between Heenan and the new English Champion boxer, Mace, who is lately conquered by his brute Hurst. Wilkes' Spirit says Heenan leaves himself in the matter in the hands of his friends.

**THATCHER'S COMET.**

The brilliant comet which made its appearance on the evening of Sunday, June 30th, and which has doubtless attracted attention all over the world, proves to be the same comet which was discovered by Mr. Thatcher, a New York astronomer, on the 4th of April last, while it was on its way towards the sun. It passed its perihelion on the 11th of June, and is now on its return into space. The plane of its orbit is inclined 87° to that of the earth, so that it has shown itself to the inhabitants of both hemispheres. As it was visible in the southern hemisphere when it was nearest the sun, it probably presented a far more magnificent appearance to the people of that half of the globe than it did to us. The accounts of it from South America and the Cape of Good Hope will, consequently, be looked for with a good deal of interest.

A correspondent from Sorel informs the Transcript of the loss near that place of the Barge "Omphale" of St. Peter, and the Schooner "Pilotage" of Sorel, with their cargoes. The crews of the two vessels were saved by the "Sampson" of Quebec. The crew of the former vessel had been more than two hours on the water when saved, and they claim that the captain of the steamer "St. Pierre" passed close beside them when in danger, and refused to assist them on the ground of his being in a hurry to take a raft in tow.

A dreadful accident occurred on Saturday afternoon, near Guelph, on the Grand Trunk Railway. It appears that two young girls were attempting to drive a horse and buggy across the track, when a train approached, and caught the buggy horribly mangled the bodies of the two unfortunate. They were carried to the station, but no one there could identify them.

At Suspension Bridge, on Wednesday night, the Express train on the Great Western Road was backing up, when a woman was walking on the track was struck by the cars and run over. She was horribly mangled, so much so as to defy recognition.

Mr. Kerr, of Bridgeport, County of Waterloo, has invented a seed sowing machine, which is said to be vastly superior to any of the kind ever before offered to the farmer. It sows an acre in ten minutes, and does its work with great regularity.

The *National Republican* argues that France and England have each a six months' supply of cotton on hand, besides all on the sea, and all coming and to come from other ports than the Southern States. Inasmuch as the demand will be small, it is argued that "Europe can wait a full year yet for further supplies of American cotton."

Professor Wheatstone, after considerable experiment, has determined that for telegraph cables a coating of India rubber is fully equal to a coating of gutta percha of twice its thickness.

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A very serious camphine lamp accident occurred a few days ago in the house of Mr. Hartop, King-street, London, whereby his sister-in-law, his wife and himself were severely burned, while Mr. Hartop escaped with a few burns on the hands.

A telegram from Headson (Mo.) of 16th says 800 federal troops were fired at 30 miles above St. Charles, North Missouri, where the track was torn up. An engagement ensued: 7 rebels were killed and several captured. The Federals lost 3 killed, 7 wounded and 30 horses carried off.

A despatch from Cincinnati, 17th, says on Friday night three companies of the Kentucky regiment attacked 600 rebels between Mad River and Barboursville, and routed them. 10 or 12 were killed, and a number of prisoners captured. The Kentuckians had 12 killed.

Jefferson Davis is reported to have said in a speech delivered at Richmond, on the presentation of a flag to a Baltimore Company of volunteers, that there were 30,000 Secessionists in Maryland ready to lift their arms against the United States the moment an opportunity should offer.

A privateer in the service of the Confederate States has captured two Northern vessels 200 miles southeast of Nantucket. Numbers of the Southern privateers are running the blockade daily.

The Lord Bishop of Montreal, Metropolitan of Canada, has appointed Wednesday the 10th day of September as the day for the meeting of the first Provincial Synod of the Church of England in Canada, instead of July 23, as originally proposed.—News.

The United States Government is in want of horses for military purposes and cannot get them. It advertised for a thousand to be delivered in New York and fifteen hundred hacks were forthcoming, of which five were chosen.

On Saturday afternoon last, a man named Louis Narcisse Lauson, 26 years of age, was drowned in the river near the first Lock of the Canal, Montreal. It seems that he went in to bath, and was carried by the current under a schooner.

Such a violent storm raged on Rice Lake, Upper Canada, during the past week that one of the most beautiful islands, Birdan's Island has disappeared.

**THE ABUNDANCE OF FOOD.**

The most cheering and satisfactory offset to the discomfited, inconveniences and losses induced by the war, says the *St. Louis News* is the unexampled abundance of food in the land. We have consumed scarcely half of the surplus grain of last year, and yet a new crop, larger even than the last, is ripening to harvest. The damage by the army worm is scarcely seen, and not felt at all.

In Illinois the farmers have barns filled with old corn, which they would gladly sell at 15 cents a bushel, and old wheat, which they cannot dispose of at 50 cents; and, yet the best crop of wheat and oats ever gathered stands in their fields almost ready for the sickle. In Missouri, Iowa and the entire northwest, there is a similar promise of abundance; and in Kentucky, the harvest now going on, is said to be all that could be wished.

Speculators in food will not make their fortunes, during the war, by investments in grain. But the people will live. No country was ever injured by cheap food; and it certainly is a cause for profound gratitude to the great Giver of gifts that in spite of the hardships of the war, the necessities and even the comforts of life are so unprecedently abundant and cheap as they are at this time.

**THE VERY CIVIL WAR.**

The *Milwaukee Sentinel* says:—  
"A very civil war," some English papers styled the one we are engaged in, after reading of the cannonading at Fort Sumpter, without the losses of any lives on either side. Nothing has since occurred to give it an aspect different from that which presented itself to the Englishman. We read nearly every day of battles, in which an indefinite number of thousands are engaged, in which the rattling peals of the musketry, the roar of the artillery, the whistling of the balls, the ploughing up of the earth and the cutting down of trees by shot and shell, is narrated in graphic glowing and moving style. And when we expect to read of the annihilation of one or both armies as the result of this rain of shot, shell, &c., we are astonished by the information that our losses are one killed and several wounded. True, we are assured that the rebels have lost several hundred, but the evidence of the fact is not forthcoming and we have no particular reason for believing that they have lost any more than we have. We have been somewhat puzzled, from the start, by the remarkable discrepancy between the account and the result, as we presume have our readers. What is the explanation? Is it possible that 1,000 or 2,000 belligerents can blaze away at one another for half a day or so, with such matter, with no other effect than appears? We never read of such a thing in any previous history. Is it the effect of any great improvements in modern weapons of war which we have been assured would tend to lessen the calamities of war? We wait for an explanation—with the remark that thus far it is a very civil war—and the place of safety appears to be in the front rank.

**A SHORT SORT OF WAR.**

The Washington correspondent of the New York *Tribune* says:—  
"I regret to state that the opinion is gaining credence among the members of Congress that the future prosecution of the war, like the past, is to be tardy and indecisive. That is believed to be the present view of Seward and Gen. Scott, the President and other members of the Cabinet coinciding not so much for conviction of its propriety as from impatience to differ. The consequence must be a collision between the Executive and Legislative departments. Congress is eager for an immediate advance at all points, and in this respect is in the sympathy of the people. It is well understood that at any time during the past three weeks there have been troops enough in the field to march successfully upon Richmond, and that to-day the work of mustering best-dressed troops out of service has commenced. The peace and troops feel that they have a right to complain of a procrastination which they cannot understand."

**AUSTRALIAN GOLD MACHINERY.**

A very large capital is now invested in gold mining in Australia. The number of miners engaged in obtaining gold is 107,572 of which there are 60,874 Europeans and 28,100 Chinese. There are 294 steam engines and the aggregate power of 4,337 horses; also 3,957 horse piddling machines 354 horse gins, and 123 water wheels. These are all used in the alluvial workings. Beside these, there are used in the quartz mining and crushing 420 steam engines equal to 6,696 horse power, 6 water-wheels, 40 horse crushers, and 34 horse gins. The aggregate ratio of the mining plant (machinery &c.) is about \$1,000,000. The government is about to engage in the building of great reservoirs to store up rain water for the alluvial diggings. They have adopted a method nearly like the American Wyckoff & Fell patent system of amalgamating gold in Australia.

Coroner Hollowell held an inquest yesterday, at the Police Court on the body of Samuel Winder, who was smothered to death in a bin of wheat on the evening of Tuesday, as reported in yesterday's *Globe*. Only two witnesses were examined, but no further