Huron Signal.

WEEKLY EDITION.

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

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Poetry.

Written for the "Signal."

SONG.

O weary fa' the scrimpit mind
  That frets to see a neighbor thrivin';
To a' his virtues deaf and blind!
  Recounts his vices: mair contrivin'.
His breast is just a maskin' pan,
  'Wi envy's barmy essence seethin';
Its ranc'rous fumes—true merits ban'—
  Corrupt the very air he's breathin'.

He may ha'e lands, he may ha'e gear,
  And board weel theek't wi viands dainty;
At humble poortith he may sneer,
  And crousely craw mid pride and plenty.
I wadna court him for my friend,
  I wad disclaim him, tho' my brother,
Wha seeks to serve ilk se fish end,
  Aye by the dounfa' o' another.

I've bigg'd my cot o' lowly size:
  A plain auld fashion'd hamely biggin,
In hopes to gain the peace I prize,
  Wi lealthy and comfort 'neath its riggin',
Nae etchings o' heraldic guise
  Mock turrets or veranda trellice,
I've rear'd to draw unwary eyes,
  Or mak them deem my cot a palace.

Nae strutting fowl o' gaudy plume,
  Wi mock importance round it swaggers;
Nae flunkey—coachman page or groom,
  Nor watch-dog huge, to frighten beggars.
The simple charms that Nature brings,
  The halesome fare that fits my station;
Frae these ilk gratefu' feeling springs
  That stirs my breast wi' fond sensation.

Awa' ye flaunting bauble toys,
  Ye lures, that kindle man's ambition;
I wadna change my simple joys
  For Wealth, or Fame on base condition.
If up to power or world's respeck',
  My honest merit ne'er conveys me,
My foot upon my neighbor's neck,
  Shall never be the means to raise me.

WM. BANNATYNE.

Ashfield, June 27th, 1864.

Written for the "Huron Signal."

LINES

INSCRIBED TO . . .

Forget thee! Aye, then ask the Sun
To shade its molten orb, And at
A tangent ever rampant roam,
In devious courses thro' all space;
The moon to hide her silv'ry disc
In dim oblivion; And the stars
To pale their lamps o'er sea and land.
Forget thee! might then bid The Deep
To calm its throbbing breast
And silent like old Lethe's Wave
To glide beyond Eternity:
Then ask the mighty streams that roll
With strugg'ling throes their sinuous lengths
Thro' hill and dale, to backward turn.
And seek their natal fonts among
The pathless hills and wastes untred
Save by the Bear and deep tongu'd Wolf.
Yet e'en if this and more should be,
My heart should fondly breathe thy name
And ask in turn,—
"FORGET ME NOT."

The Prisoner Burney, Engineer on the Emigrant Train.

William Burney, the engine-driver on the wrecked train, was present during the investigation yesterday before the Coroner's Jury. He still asserts to those who speak to him on the subject, that as soon as he came round the curve at Belœd, and in sight of the red signal, he tried to stop the train, reversing the engine, &c., but that there was not sufficient time to bring the train to a stop before reaching the swing bridge. And, as we understood him, he pretends that he either went down with his engine, or jumped from it into the water, in which he says he was immersed for some time, and he shows the sand still inside of his watch and amongst the works. We understood him to say that he was almost altogether unacquainted with the line on which he was running, that he had only acted as fireman on it three or four times and that this was the first time he had charge of the engine. He knew so little of the locality that he had to enquire several times whereabouts he was so as to pull up at the various stations; that the conducter was aware of his ignorance, and gave him instructions several times, and was with him at the moment the accident happened; and further that he (Burney) did not know there was a down grade approaching the bridge. Consequently, he had less power to stop the train when he tried to do so, than he would have had if the road were level, or had he been aware of its character and taken such precautions as would be necessary in such a position and under those circumstances.—*Montreal Herald*.

POISONING CASE.—A startling poisoning case occurred at Drumbo a few days ago.—The circumstances, as far as we can learn, are as follows:—One Mr Fraser, with his family, lately removed from Embro. Some member of the family was taken sick, and made application to Mr. McKenzie, druggist, for some medicine, (either to take in powder or a mixture) with directions how to use it. The person (a young lady) for whom the medicine was prepared, took a portion of it and in a very few minutes she was taken very ill showing all the symptoms of being poisoned—from the effects of the medicine or powder. Her brother, Mr. J A Frazer, a very intelligent young man, having great confidence in the preparation, and to pacify his sister, took a little quantity, and in a short time it acted upon him in the same way. The lives of both were considered in danger. Dr Clark, of Princeton, was sent for, and on his arrival he found that the druggist had given them, through some mistake, a heavy dose of poison; but through his skilful attention they have both recovered and are doing well.—[Brantford Courier.

THE BRITISH MILITIA.—A return furnished by the commanding officers of militia regiments shows that the number of privates present at the training of 1863 was 92,952—namely, 60,110 in England and Wales, 8,542 in Scotland, and 24,300 in Ireland. The number of privates enlisted in the year ending April 5, 1861, has been 18,670 in England and Wales, 2,848 in Scotland, and 7,718 in Ireland, making 29,236 in all; and the sums paid for such enlistments amounted to £64,319.

The Perth 'Courier' learns that a person of the name of John Carmichael stands charged with having caused the death of one David Fitzgerald, of the village of Osceola, in the township of Bromley, in the county of Renfrew.

Buffalo & Lake Huron Railroad

TIME TABLE.

SUMMER ARRANCEMENT.

GOING EAST.		Mail.	Accom.
GODERICH,	DEP.	7.45 A.M.	5.00 P.M.
CLINTON		8.24	5.55
HARPURHEY		8.46	6.15
SEAFORTH		8.52	6.21
CARRONBROOK		9.09	6.43
MITCHELL		9.26	7.00
STRATFORD	ARR.	10.05	7.45
GOING WEST.		Accom.	Mail.
STRATFORD	DEP.	8.10 A.M.	4.00 P.M.
MITCHELL		8.50	4.43
CARRONBROOK		9.12	5.01
SEAFORTH		9.32	5.20
HARPURHEY		9.38	5.27
CLINTON		9.58	5.50
GODERICH	ARR.	10.40	6.30

Going East connects with Grand Trunk & Great Western.

Going West connects at Goderich on Tuesdays and Fridays with str Huron for Saginaw, and on Monday, Wednesday, Thursday and Saturday with str Canadian for Southampton and intermediate ports. White's stages daily for Lucknow, &c.

Huron Signal.

GODERICH, C. W., JULY 8, 1864.

THE ALABAMA.

The brave and gallant Confederate cruiser "Alabama," that has so often disturbed the sleep of Secretary Wells at Washington and played havoc with Federal commerce for the last two years, has at last met her end—but bravely—and quite in keeping with her brilliant career. This notable event took place on the 19th ult. about ten miles from Cherbourg, on the Coast of France. It would appear that the "Alabama" was ordered out of Cherbourg, and Capt. Semmes, knowing that the "Kearsage" was outside waiting for him, and probably having little hope of eluding her, whether prudently or not, sent a challenge to the Federal commander and afterwards sailed directly to the "Kearsage" and commenced an attack, in which, after a gallant fight, the "Alabama" was sunk, Captain Semmes and some 30 officers and men were taken up by an English yacht which happened, fortunately, to come up at the time, and landed at Cowes, in England. Sixty-eight of the crew were taken prisoners by the "Kearsage," six were killed on board the Alabama—two were drowned and sixteen wounded. Of course the Federals will be jubilant over the loss of the Alabama. It has taken the great naval power of the North three years to accomplish it, and they would not have accomplished it even yet, were it not that Capt. Semmes' bravery and daring, in this instance, overcoming his discretion, in a manner, voluntarily placed the Alabama in their hands. The material power of the South will be but little affected by the loss of the Alabama, and probably a successor will soon take her place.

THE WAR.

From the telegraphic news, which will be found in another place, it will be seen that a Confederate force, consisting chiefly of cavalry, from 12,000 to 15,000 strong, has made a dash up the Shenandoah Valley, and, as it appears probable, will shortly enter Pennsylvania. The main object of the raid seems to be to compel Grant to send the cavalry which has harassed Gen. Lee so much of late, northward from the neighbourhood of Richmond. Confederate fighting was going on in the neighborhood of Harper's Ferry. The Confederates have occupied the town, but the heights commanding it on the opposite side of the river were in the hands of the Federals. The President has called out 12,000 Pennsylvania militia for one hundred days. Independently of these, a considerable force has already gathered to check further advance. General Hunter, who is somewhere in the Virginia mountains, is moving to the rebel rear. If Lee's purpose was to divert the Federal cavalry from the neighbourhood of Richmond, he has succeeded. The silence respecting Grant, which has prevailed for some days, has at length been broken, but only to tell us that a great movement is in progress.

MAXIMILIAN IN MEXICO.

From latest Mexican papers by the steamer *Hayti* we have the following in relation to the reception of the Emperor:

"The Emperor Maximilian and suite arrived in the city of Mexico, and, it is said, had a grand and enthusiastic reception; but the same was said on his arrival at Vera Cruz, and it is known what a cold affair that was. Of course 101 guns were fired, a Te Deum performed at the Cathedral, the Domine Salvatum and the imperatorem chaunted by the Arch-bishop, and a grand ball given. The getters up of the ball, remembering the lack of ladies at the reception at Vera Cruz, determined that there should be a full attendance of the fair sex on the present occasion, and consequently they threatened and coaxed and used every artifice to get the ladies to go, and in this way only were they enabled to get up a dance."

On Monday night last, says the *Free Press*, a little boy named James O'Brien, about nine years of age, was amusing himself with a loaded pistol, on William-street, and knocked it against the side-walk, when the hammer flying back and then closing suddenly, exploded the pistol, driving a heavy charge of shot through the youth's leg, between the heel and calf, and causing severe pain.

FATAL ACCIDENT.—The Stratford *Examiner* says, quite a gloom has been cast over the community by the sudden and untimely death of one of our whilom townsmen, Mr. Fred. Dutton. It is only a few weeks since he left here to start in business in Mitchell. On Thursday evening last he went out shooting with Messrs. Engels and Davis. Venturing into a little boat on the mill pond, they found it would not support them and turned in shore. In the hurry to get off, Mr. Dutton took hold of one of the guns by the barrel and pulled it towards him. The hammer caught on one of the seats and falling on the cap exploded the gun. The muzzle was close to Mr. Dutton's knee, and the charge entered just below the joint and proceeded upwards into the thigh inflicting a frightful wound. We are informed that owing to the difficulty of obtaining assistance he was allowed to lie weltering in his gore for nearly two hours! The doctors found him in such a low condition that they were afraid of operating upon him. Next day the leg was taken off, and the poor fellow sank under the operation. He was buried on Sunday last, and the funeral was probably the largest ever seen in Mitchell.

Education.

Northend, in his "Teacher and Parent," says that education is a debt due from present to future generations; would that every teacher and parent throughout Canada thought so, too, and acted as if prompted by the conscientious intention of discharging that debt. Then, would our young women, wielding the sceptre which of right belongs to them, that of influence, become the germ of high hopes for a prospective future and the radiant centre of the home circle. Our young men, guided by the principle that can be got only by the rigid cultivation of a determined will, would become the promoters of right justice; the active principle in every plausible scheme for advancement and the support of all that experience taught, would be of benefit. Both working together on the principle that union is strength, and wielding that power that determination in the cause of right alone can give, would overturn those conservative principles, conservative because so suited to the slothful disposition that pervades our every action, and hangs like wet blankets around all who are willing to make an exertion, and Canada, young, but, because young, attractive, Canada, making progress mentally, morally and physically, might look forward to a bright and glorious future. Such, reader, is our country in prospective, such it may also be in reality. "As the twig is bent so the tree inclines," is an old proverb, but, because old, none the less true. Science as well as daily experience teach us that impressions formed in youth are the most lasting. Let us carry our thoughts after the man of the world who has spent all his energies for self, or the tempest-tossed mariner, apparently about to be engulfed in the raging sea, when business lags and fortune seems averse, or death stares at him and grins for its victim, he stops, he thinks; let us follow his thoughts, they glide swiftly back the stream of time, and memory fondly recalls a mother's tender counsels or a father's sage advice.—The scenes of a long and rugged lifetime have not been able to erase them. When we consider that every word, every action, has its weight, and that weight increased by our position, the wisdom and experience of the age in which we live is alone sufficient to guide the frail craft off the quick sands of inconsistency. Reader, do you own this boon? are you trying to get it? There is no position so low that it does need its qualifications, and no fool so senseless that he does not consider himself a judge of our suitableness for the position we assume. Our privileges are many, and as they increase, so do our responsibilities. Judging from experience, we would infer that many, needless of consequences and careless of results, try to occupy places for which they are not at all fitted, and thus prevent abler hands from doing the work to more satisfaction. In the Journal of Education for May those who have a chance of seeing it will find a supplement advertising the Provincial Teachers' Association for August, and to facilitate the attendance of teachers from all parts, in particular deputies from County or Township Associations. Many advantages have been gained by the officers of the Association. With some degree of *idle* curiosity, I would enquire, Who will be the honorable representative from our Association? Are those who have the educational interests of not only the young but, to a certain extent, of the old of the school sections of the County of Huron in their hands and who will leave the impress of their minds on many a fair brow, so profoundly proficient in their business that a few hints from less experienced hands would not be of benefit? It is true there are two or three *tyros* who would like to improve, but their older brethren in the work have gotten so selfish that they seem inclined to keep all they have got. There seems, in fine, to be a sort of apathetic composure or self sufficiency guiding all our actions that, until it is thrown aside, progress is impossible.—COMM.

It is proved by careful estimate that about one in forty of the vessels that attempt to run the blockade at Wilmington are captured; and that on some single night as many as ten or twelve steamers go in and out of port without suffering molestation. Blockading vessels often pick up as many as five hundred bales of cotton a month which the confederate steamers have thrown overboard to elude capture. A blockade runner has only to make one round trip to pay for two vessels and their cargoes, such are the enormous profits of the trade.

The *Standard* says last evening a son of Mr. John Stinton, of Downie, driving home horses from the field, tied the lines about his body. By some chance, the horses took fright, ran away, dragging the poor fellow along and smashing him to a jelly.

The Brampton *Times* learns that the midge is committing serious depredations in Esquesing.

The *Examiner* says Mr. Macfarlane returned home yesterday. He looks well and hearty, and his arduous legislative labours do not seems to have weighed heavily on him.

Mr. Samuel Sloan having purchased the entire bankrupt stock of R. W. Wallace, consisting of Dry Goods, Groceries and Ready Made Clothing, which will be disposed of by public auction and private sale each day till the whole stock is disposed of. Great bargains may be anticipated.

WAWANOSH, July 5th, 1864.

To the Editor of the "Signal."

DEAR SIR,—

As it has gone to the public through the columns of the *Signal* that during the recent session of the Counties' Council I gave two *opposite* opinions to different parties with regard to the proper site for the proposed bridge in Wawanosh, I consider it my duty to explain the matter, which I will do as concisely as possible: On Friday, the 24th ult., I met Mr. Sproat (I think) and some other members of Council, who gave me to understand that a second bridge would be built before long, and asked me where the proper place for that under immediate consideration would be. I answered that, in case of a second bridge being built the site proposed by Mr. Mathers would be the proper one. Subsequently I met the Reeves of Colborne and Ashfield, from whom I gathered that there was no immediate prospect of getting a *second* bridge, and who asked me where I thought a bridge should be built to accommodate the greatest number of ratepayers. I said that a more central position than the 10th and 11th cons. would be best under the circumstances explained to me. I may also state that I gave Mr. Spence no written opinion on the subject. Hoping that the above will be satisfactory to every candid mind,

I remain, sir,
Yours, &c.,
CHARLES GIRVIN.

THE AMERICAN WAR.

HARPER'S FERRY TAKEN BY THE CONFEDERATES.

BALTIMORE, June 5th.—It was reported and believed yesterday morning that Hagerstown was in possession of the Confederates, the operators having left their posts under an alarm. The operators however returned at one o'clock and reported that all was quiet, and that there was no Confederates nearer than Falling Waters and Williamsport, from six to ten miles distant from the Potomac where it was said fighting was going on yesterday afternoon. The same account also says the fighting was going on at near Sharpsburg, the federal forces being commanded by Gen. Siegel.

Previous reports from Harper's Ferry had located General Siegel during Sunday night at Shephardstown, to which point he had fallen back from Martinsburg, and where a junction was formed with him by Mulligan, with the force from the Leetown fight, on Sunday, ten miles below. The joint force it was thought it would move to the Maryland side of the Potomac, to succor the Maryland Heights if attacked by the Confederates.

An attack was made on Harper's Ferry about nine or ten o'clock yesterday morning, by a force estimated at some 2,000 cavalry with more than as many infantry.

Gen. Weber, however, set about making a vigorous defence and up to the latest account was holding his own. Nothing had been heard up to two o'clock in the evening at Harper's Ferry, from either Siegel's or Mulligan's forces, which is accounted for, perhaps, by the Hagerstown story of their being again engaged opposite Shephardstown, to which point they must have been followed by the Confederates. After two o'clock in the evening the wires were interrupted near Harper's Ferry on the east side and the operator at the Point of Rocks was understood to report that a body of Confederate cavalry had crossed the Potomac there and interrupted the telegraph. In the meantime the excitement at Frederick, Md., continuing, all the sick from the hospital, with the provost guard of the town, were removed, the former going to Annapolis. The government stores were also removed from Frederick, as they had previously been successfully removed from Harper's Ferry. No reason is given for this movement from Frederick as no hostile forces were known to be within 20 miles of the place, except a cavalry detachment near Point of Rocks, twelve miles off. Gen Tyler remained at Monocacy in command of Gen. Wallace's forces, that point being the extreme western limit of this department. He is protecting the great railroad bridge over Monocacy river, three miles from Frederick.

No sign of the enemy had appeared up to last night. The true object and extent of the whole movement is as yet a mystery. It is known from refugees from Martinsburg, Winchester and other places in Virginia, that the Confederates are remorselessly and relentlessly enforcing the conscription, taking all the males between 16 and 60 who have left their homes. Every horse is taken on the line of march, and scouting parties visit the country roads and steal them all, whether owned by friend or foe. The capture of supplies and the diversion of the reinforcements going to Grant are very probably the reasons for the raid.

Early is reported to be Ewell's successor. Gen. Ransom is believed to have charge of the cavalry, and as he is said to be Stuart's successor, the object of the enemy may be inferred to be an important one on the part of Gen. Lee.

The infantry force is said to be under command of Gen. Early himself. Ewell's late corps, probably now numbering not less than 12,000 men; other reports name Breckenridge, Imboden, Jenkins, and even Wheeler as leaders, but the southern Jenkins is dead, Wheeler is known to be in Tennessee and Breckenridge's presence in the valley very doubtful. Gen. Siegel's and Gen. Mulligan's forces reached the Maryland heights about nine o'clock last night, and no doubt is entertained of our forces being able successfully to resist any attack of the Confederates at that point. Reinforcements are on their way to the Maryland heights. Gen. Max Weber, who commands the post has given notice to the people of Harper's Ferry to leave as he intends opening his guns on the town to drive the Confederates out. The Confederates are all on the Virginia side of the town, busily engaged in their work of plunder, and occasionally sending a shell over to this side. The pontoon bridge which crossed the river at the ferry has been successfully removed, and the span of the railroad bridge on the Virginia side has been destroyed to prevent the Confederates from crossing.

On Monday, Mosby who has a force of cavalry and artillery opposite the Point of Rocks, firing into the train passing that point and caused the greatest excitement among the passengers. No one was injured except the fireman of the engine who was shot in the arm. The train was run back as far as Sandy Hook, and the employees of the railway company this morning were endeavoring to bring it to the city. A large number of citizens of Frederick arrived here in the train which left Plane No. 4, this morning at 7 o'clock. There was considerable excitement there at this hour, but no signs of the Confederates. No Confederates are known to be north of the Potomac or east of Sharpsburg, unless it be the force that Gen. Siegel was engaged with has followed him. Gen. Siegel succeeded in securing his teams and these joining a number of his wagons passed through Frederick. Heavy firing was heard in the direction of Harper's Ferry this morning, and it was supposed that Gen. Weber was shelling the Confederates in the town from Maryland heights.

BOSTON, July 5.—The British prize steamer Jupiter, from Nassau, N. P., for Wilmington N. C., arrived here to-day, having been captured June 27th, in lat. 29° 47 sec., long. 76° 30 sec., by the United States steamer Proteus. She is in charge of acting gunner W. H. Pierce and a prize crew. All her cargo was thrown overboard during the chase. She is an iron side-wheel steamer of about 200 tons.

ALBANY, July 5.—The President informed Gov. Seymour that the rebel forces, estimated at from 15,000 to 20,000 strong, have invaded Maryland, and taken Martinsburg and Harper's Ferry, and are threatening other points; that the public safety requires a call upon the state executives for a militia force to repel the invasion; and he calls upon the State of New York for 12,000 militia, as its quota to serve one hundred days.

NEW YORK, July 6.—The *Tribune's* Washington special despatch of the 5th says, Commander Winslow, of the Kearsage was to day recommended by the secretary of the navy to be a Commodore. It is already said here that the value of the Alabama will be distributed amongst the officers and men of the Kearsage by the next Congress.

The *World's* Washington special despatch of the 5th says, intelligence from the upper Potomac is scattered and vague.

The citizens of Upper Maryland are terribly frightened and are fleeing with their effects in all directions. The danger thus far seems to be more apparent than real, for no place has yet been occupied as reported, and the Confederate command has not occupied permanently any town on the Maryland side of the Potomac. The enemy is supposed to be part of Gleason's, late Stewart's, cavalry, with infantry from Ewell's corps.

The *Tribune* has the following special despatch, which it doubts, dated Washington, July 5th:—A despatch went from here to New York this evening at 5 o'clock declaring that Petersburg was taken yesterday.

A special despatch to the *Tribune*, dated Washington, July 5th, 11:20 p.m., says refugees from Hagerstown, Boonsboro and Middletown are arriving at Baltimore in considerable numbers. Many of them walked the whole way. They report much excitement throughout the western counties, more on account of previous invasions than from anything seriously threatening now. The turnpike leading from Hagerstown to Baltimore is filled with wagons and teams belonging to terrified farmers who are endeavoring to run off their stock.

The *Tribune's* special despatch from the headquarters says that these days of monotony, the report of which falls so vexingly upon the public ear, are big with portentous preparations. A movement that will exceed in brilliancy and importance any of the past and of this campaign will soon be executed [illegible].

BALTIMORE, July 6.—The *Evening American* has the following view of the situation:

An intelligent gentleman, who arrived this morning from Harper's Ferry, states that it is now thoroughly ascertained that the whole force of the enemy does not exceed 5,000, of whom one-fourth are cavalry and the rest infantry.

They are concentrating in and around Harper's Ferry and are sending out parties to forage on the people, who robbed them even of their watches and money.

There was some skirmishing going on between our troops and the Confederates across the river, a few occasionally shot and shell were being thrown at them from the Maryland heights. The last seen, Mulligan, with the main body of Confederates at Leetown, is [illegible] His successfully [illegible] Gen. Siegel moved towards Shepherdstown, with his immense wagon train, the protection of which was deemed of more importance than risking a general engagement. The principal object of this raid has passed unsuccessful unless it be the damage they have done to the railroad and canal, the collection of cattle, and plunder of the inhabitants.

They have not attempted to leave the line of the Potomac, except to rob stores at Point of Rocks and destroy some canal boats near Hancock.

There is no truth in the statement, that a Confederate force has been to Boonsborough and Hagerstown, or that a raid has been made on the railroad west of Cumberland.—Gen. Wallace is co-operating with Siegel, and has secured the entire protection of the road as far as Frederick, which is now safe.

NEW YORK, July 6.—A Wall street rumor, to the effect that England had declared war against Germany, says the *Express*, sent Gold up to a peg or two. It reached 261½, but closed at 25[illegible].

THE NEW GOVERNOR OF NOVA SCOTIA.

On the arrival of the steamship Africa at Halifax, on Wednesday, Sir Richard Graves Macdonnell was received by Major-General Doyle, attended by a guard of honor, the members of the Executive Council, the Mayor and Corporation of the city, and a large number of private citizens. At half past four o'clock the Lieut. Governor proceeded in state to the Chamber of the Legislative Council, where, after due formalities, he assumed the Government of the Province. The *Colonist* describes his appearance as highly prepossessing, with a cool and collected manner, a clear and silvery voice, and from the style in which he expressed himself on assuming office, concludes that he has a happy command of language, and is an effective speaker. On ascending the throne, Sir Richard said:—"General Doyle, Ladies and Gentlemen:—Seeing so many of you present upon the occasion of my assumption of the Government of this Province, I may take this opportunity to say, that whatever success attended my administration of public affairs when honored with a similar appointment by my Sovereign in South Australia, I felt it to be due to the loyalty of the inhabitants, and the zeal manifested by them in the promotion of the public good; and having had the pleasure of seeing something of this Province several years ago, I feel confident that I can safely rely upon the same cordial co-operation of the people here in endeavoring to advance the best interests of this Colony. I have now only to direct that due proclamation be made of my having assumed the Government of the Province."

Naval Conflict off Cherbourg.

The Alabama engages the Iron-Clad Kearsage.

AN UNEQUAL BUT SPIRITED CONTEST.

FINAL SINKING of the ALABAMA.

Capt. Semmes Taken on board an English Yacht.

ARRIVES IN ENGLAND AND DECLINES PUBLIC HONORS.

NEW YORK, July 5.

The City of Baltimore arrived at 9:30 A. M.

The Alabama left Cherbourg on the 19th ult. to engage the Kearsage, and attacked her ten miles from Cherbourg. The engagement lasted one hour and forty minutes. Both vessels made 7 complete circles in manoeuvering at a distance from a quarter to half a mile. The Kearsage then sunk the Alabama. The pirate Semmes and part of the crew were saved by the English yacht Deerhound.—Semmes was slightly wounded in the hand. Before going out the pirate left all his chronometers, 60 in number, specie and ransom bonds at Cherbourg. Further details but nothing additional of moment relative to the Kearsage and Alabama fight are given. The whereabouts of the Kearsage is doubtful. One rumor places her at Ostend, Another at Cherbourg. She landed some wounded at Cherbourg. It is confirmed that no one was killed on the Kearsage and only three seamen slightly wounded. The vessel sustained very little injury.

Semmes declined a public dinner at Southampton and had gone to Paris to report to the Confederate Commissioner. Three of the Alabama's officers and 6 of the crew were landed at Cherbourg from a French pilot boat; also several from the British ship Acton.

In the House of Lords the Earl of Derby made enquiries as to the arrest and imprisonment in Boston for 10 days of a Montreal merchant, named Levy, without apparent cause, and he wished to know if reparation had been demanded of, or tendered by, the American Government.

Lord John Russell knew nothing of the case, but promised to enquire into the matter.

London, June 23.

The Dano German Conference yesterday accomplished nothing. The proposition for arbitration was rejected. The Conference is regarded as a failure, but will meet again on the 25th for the completion of merely formal business. It is supposed that hostilities will commence on the 27th of June.

Semmes publishes an account of the recent engagement. He says he had 9 men killed and 20 wounded, and charges that the Kearsage continued firing after the Alabama had struck her colors.

Liverpool, June 23rd.

Cotton market quiet and unchanged.—Breadstuffs firm, with upward tendency. Provisions steedy. Produce quiet and steady

The Asia reached Liverpool on the 19th ult.

The report brought by the Arabia that the Confederate cruiser Alabama had gone out from Cherbourg to fight the United States steamer Kearsage which was hovering off that port turned out to be true, and resulted in the sinking of the Alabama. The encounter was witnessed by the English steam yacht Deerhound, and that vessel picked up Captain Semmes and the crew of the Alabama, took them to Cowes and furnished the following details:—

On the morning of Monday the 19th, at 10:30 a. m., the Alabama was observed steering out of Cherbourg harbor towards the Kearsage. At 11:10 the Alabama commenced the action by firing with her starboard battery at a distance of about a mile The Kearsage also opened fire immediately with starboard guns, and a sharp engagement, with rapid firing from both ships, was kept up. Both vessels made seven complete circles at a distance of from a quarter to half a mile. At 12 o'clock the firing from the Alabama was observed to slacken, and she appeared to be making head sail, and shaping her course for land, which was distant about nine miles. At 12:30 the Confederate vessel was in a disabled and sinking state. The Deerhound immediately made towards her and in passing the Kearsage was requested to assist in saving the crew of the Alabama. When the Deerhound was still at a distance of 100 rods, the Alabama sank, The Deerhound then lowered her boats, and with the assistance of those from the Alabama succeeded in saving about 30 men, including Semmes and 13 officers. The Alabama's loss in killed and wounded is as follows:—Drowned, one officer and 1 man; killed, six men; wounded, one officer and 16 men.

Capt. Semmes is slightly wounded in the hand. The Kearsage's boats were lowered, and with the assistance of the French pilot succeeded in picking up the remainder of the crew.

The *Morning Herald* says that the Alabama was terribly in want of repairs Her copper was strengthened to such an extent as to deprive her of her only advantage, superiority of speed; while the Kearsage was fresh from port and kept purposely in order for the contingency of an encounter with the Alabama. The Alabama, however, was from the first overmatched. The crew of the Kearsage consisted of 150 to her 120, and the Kearsage carried two 100 pounders, while the Alabama carried no guns of that calibre. It is stated that a formal challenge to fight was given by the Kearsage and accepted by Semmes.

According to some accounts the Kearsage had sustained considerable damage, her sides being torn open, showing the chain plating. A despatch, however, from Cherbourg, where it is presumed the Kearsage has arrived, says she had suffered no damage of importance, and that none of her officers were killed or wounded.

The Kearsage captured sixty-eight of the officers and crew of the Alabama.

The Paris correspondent of the London *Globe* says, the Alabama made two attempts to board the Kearsage, but her commander out manoeuvred Semmes, and finally sent a projectile right through the Alabama's boiler, then seeing what had occurred he brought all his guns to bear on the pirate in a concentrated broadside from the starboard, and made a breach of four yards in length under her watermark, when she began to sink rapidly.

New York, July 5.

The Southampton correspondent of the London *Daily News*, says that Mr. Lancaster, of the English yacht, being requested by the commander of the Kearsage to save from drowning the Alabama men in the water, he proceeded to do so, passing near one of the men nearly exhausted, one of the men in the boats cried out, 'that Semmes,' and the drowning man responded, 'I am the Captain, save me, I cannot keep up any longer.' He was dragged in when he said, 'For God's sake don't put me on board the Kearsage, but put me on board your yacht.' This was promised and Semmes was stowed away in the bottom of the boat and covered with a sail to conceal him from those in the Kearsage's boats, which were evidently anxiously searching for him. He was then taken to the yacht and placed below. Mr. Lancaster soon after hastened away, fearful that he would be overhauled and his vessel searched; thus was Semmes saved from the gallows by a contemptible trick played by a friendly Englishman.

The *Commercial* Paris correspondent says that Semmes was ordered to leave Cherbourg by the French government on demand of Mr. Dayton, who based his demand upon the fact that the Alabama did not come in through stress of weather, but for repairs which it would take months to complete. Semmes finding it impossible to stay, and knowing the Kearsage was waiting for him, sent her commander a challenge, which was promptly accepted. There was not a ghost of a chance for the Alabama at any time. Men engaged in privateering are not apt to stand up before trained marines in a deadly fight. The Alabama, after being disabled in her machinery, was sunk by a broadside, which tore through her water-lines; the Kearsage was not seriously damaged.

A demand will be made of the English government for the rendition of the picked up by the yacht Deerhound.

NEWS BY THE ASIA.

HALIFAX, July 6.

The steamship Asia, from Liverpool June 25th and Queenstown 26th, arrived at this port at 2:30 this morning. She has on board 26 Halifax and 63 Boston passengers.

The steamship Teutonia arrived at Southampton on the evening of the 23rd.

The United States frigate Constitution was at Alexandria in the middle of June.

The officers and seamen of the Alabama, captured by the Kearsage, had been liberated on parole at Cherbourg.

A letter in the Paris *Patrie* states that Capt. Semmes has announced that on the 15th of August he will again embark on a new Alabama, which will, at that date, be completed. The seamen of the old Alabama will continue to receive pay and form part of the crew of the new cruiser.

Rumor points to the steamer Rappahannock, the ex British war vessel which stole away from Sheerness to Calais, as the likely vessel which Semmes will take possession of.

A committee, headed by Admiral Ansen, has been formed in London, to raise by guinea subscriptions a fund for the purchase of a handsome sword to replace that which Capt. Semmes sank with the ship.

It is reported that a considerable sum has also been raised in Liverpool for the same object.

The London *Daily News* published an account of the Kearsage and Alabama affair, correcting false statements in regard to the course pursued by the former. It charged that the Deerhound acted as a sort of Tender to the Alabama, that Capt. Winslow would have secured the whole of the officers and crew of the Alabama had he not placed too much confidence in the honor of the owner of the yacht. That he considered Capt. Semmes and others who escaped are bound in honor to give themselves up, and that he did not believe any one carrying the flag of the royal yacht squadron would act so dishonorably.

The *Daily News* also publishes a letter from Mr. Stoddard, master of the Kearsage, complaining that the Deerhound was the consort of the Alabama.

In the House of Commons on the 23rd Sir John Hay asked if the attention of the government had been called to the action between the Kearsage and the Alabama? He also enquired, whether in view of the experience gained by that action the government would continue building ships which could neither fight nor swim?

Lord C. Paget said that the attention of the Admiralty had been drawn to the fight in question, but it had nothing to do with the question of the vessels to which the enquiry referred.

At the levee held by the Prince of Wales in the name of the Queen, Mr. Adams presented Mr. Charles Hale of the Boston *Advertiser*, Consul General to Egypt.

The first English turret ship, the Royal Sovereign, has been officially tried and proved to be a great success. She is claimed to be the most formidable iron clad afloat.

In the English Parliament on the 23rd of June, enquiries were made of Ministers as to the proceedings of the Conference; but Earl Russell and Lord Palmerston gave no information beyond the fact that the last sitting of the Conference will take place on the 7th of July, and that on the 27th of July they would present to Parliament the documents relating to the Conference and make a statement on the subject.

Lord Russell admitted that negociations would probably be broken off and hostilities resumed.

The *Morning Post* emphatically tells the German Powers that if they are under the impression that Great Britain will content herself with the utterance of a protest they will probably find themselves grievously in error.

The *Morning Post* says Denmark decidedly repelled with indignation England's last proposition in the interests of peace, and considers that this absolves England from acting as the armed champion of Denmark.

A semi official Berlin paper represents that England has declared that on the renewal of hostilities she will place herself with her fleet at the side of Denmark.

The London *Herald* contended that the failure of the Conference ought unquestionably to involve the resignation of the British ministry.

A telegram from Frankfort asserts that at to-day's conference the German powers will still be prepared to treat upon a line of demarkation, and to conclude an armistice for two months. Should Denmark accept these terms, peace may yet be preserved.

London, June 26, 10 a. m.

The King of Wurtemburg is dead.

London, June 26, noon.

The conference met yesterday afternoon. All the representatives were present. It is not known what result was arrived at.

The 'United Service Gazette' says that orders have been issued to prepare and hold in readiness for immediate use; the necessary warlike equipment 30,000 troops.

London, June 26, 1 p.m.

Various rumors, favorable to peace, caused a general improvement in the stock market yesterday afternoon.

London, Friday evening—Consols closed at 89⅝ to 89¾ for money.

The weekly returns of the Bank of England show an increase of bullion to the amount of £15,000.

Breadstuffs quiet but firm. Provisions firm and active.

A TOUGH CUSTOMER.—When the mixed train on the Great Western on Friday afternoon was about a mile east of Belle river, the conductor observed a man walking leisurely along on the track just ahead of the train. He sounded the alarm upon the whistle but the man paid no attention, he then whistled down the brakes, but the train was so near upon him that it could not be stopped before the cow catcher struck him and knocked him several yards away into the ditch. Conductor D. W. Vary immediately stopped the train and went back, expecting to pick up the mangled remains of a man as a fit subject for a coroner's inquest. To his astonishment the man declared himself unhurt, and was unwilling to be taken on the train, as he said he was not going that way.—There were no perceptible marks upon him, except a slight scratch upon his scalp. He was properly cared for. He gave his name as John E. Duncan, and said he had been teaching school in Tilbury. He had been imbibing rather freely and was going home in a delightfully unconscious frame of mind when the engine struck him.—*Chatham Planet.*

A Lucky Federal Major—the Merritt Family of Canada.

The Washington correspondent of the N. Y. *Times* writes:—Major Merritt, formerly holding the position of Engineer-in-Chief in the U. S. gunboat service, has fallen heir to an estate valued at $2,500,000. The circumstances under which the patriotic Major met with his good fortune are very peculiar. It appears that having resigned his position, he was tendered another by the English Government, as constructing engineer in one of their Navy Yards, at a salary of £1,500 per annum. His uncle, Hon. W. H. Merritt, member of the Legislative Council of Canada, urged him very hard to accept the position, in opposition to the wishes of another uncle, Charles Merritt, of Portland, Me., who had always taken a deep interest in him. The Major, seeing then a prospect of a war with England, promptly decided against accepting the proffered position. This action, while it gave offence to his Canadian uncle, it seems, pleased his Portland relative so well that he made him his sole heir to an estate amounting to the handsome sum of two millions and a half of dollars."

SHOCKING AFFAIR.—Yesterday afternoon information was received by the High Bailiff, Mr. McCracken, that a female was lying on the commons west of the Crystal Palace, who had been fearfully burned. On proceeding to the spot, he found the report to be too true, and had her immediately removed to the hospital. The extent of her injuries is such that it is very doubtful if she can survive. The poor unfortunate is named Bridget Ladell, and she has been well known to the police for a number of years. The lower part of her body was frightfully burned, and the only explanation of her condition she could give was that her "fancy man" set her clothes on fire. From her habits, however, this statement is not believed. She was under the influence of liquor at the time, and besides was in the practice of indulging in the habit of smoking. The impression, therefore, is, that she accidentally set fire to her clothes, and thus caused the fearful result.—*Hamilton Spectator.*

DARING ROBBERY.—Between the hours of twelve o'clock last night and two this morning, the house of Mr. Jeffery, on McNab street, was entered by burglars, and the sum of $2,237 extracted from a box in his bedroom, while he and his family lay asleep.—Mr. Jeffery was awakened at 2.20 a. m. by the barking of his dog, and rising from bed, saw that the room had been entered from the street, by means of a ladder placed against the window. Further investigation revealed the fact of the robbery, and the escape of the thieves, who had left the box from which they had extracted the above large sum upon the sidewalk, on King street. Mr. Jeffery offers a reward of $1,000 for the discovery and conviction of the thief or thieves.—*Hamilton Times of Saturday evening.*

WITHOUT GROG.—We have reason to believe that the first vessel that was cleared from this port, whose shipping articles contained the provision that no "grog" should be allowed the seamen on board, was the ship "Fisher Ames," commanded by Capt. Wm Cammett, now an occasional inspector of customs. This was in 1818—perhaps a year or two later. It was certainly a very wise provision; and had it been generally adopted and religiously observed, what a multitude of lives and an immense amount of property had been spared, no human pen will ever be able to record nor tongue describe.—Portland Press.

A POLITICAL WITTICISM.—A letter from from Vienna says:—"Their political sufferings do not seem to have deprived the Romans of all taste for political witticism. One of the best I recollect ever having come across was recently perpetrated upon a placard pasted on a statue of the Pope. Read the following amusing dialogue:—

Query—What ails the Pope? Answer—Tumore (tumor).

Q.—What's the cause of it? A.—Strike out the initial T—Umore (moisture).

Q.—What will be the consequence of it?—A.—Strike out the initial U—More (he dies).

Q.—When is it going to happen? A.—Strike out the initial M—Ore (within a few hours).

Q.—And who'll take his place? A.—Strike out the initial G.—Re (the king).

Q.—What king? A.—Strike out the initial R—E (Emanuel).

Frank Smedley, the author whose recent death has been announced in the foreign papers, was a remarkable instance of the triumph of mental vigour over bodily infirmity. From his infancy he was afflicted with the most distressing deformity—natural malformation, to such an extent that he could neither walk nor ride, nor indulge in any active exercise whatever. In ordinary cases such grievous affliction would have deterred the sufferer from any attempt at making either a name or a position; but, by an exercise of the will, Mr. Smedley triumphed over the trammels which nature had put on him from his birth, acquired a liberal education, became a practised and forcible writer, and won his way to a good place in literature. By a curious antithesis to his normal invalid condition, the whole bent of his taste was in the direction of manly power, feats of physical prowess, bold action and daring enterprise. Mr. Smedley not only never was on a horse's back in his life, but never even saw a race or a race-course: yet from reading, conversing, and the power of a vivid imagination, and a singular skill in reproducing the descriptive facts he gathered from more physically favored people, he wrote the best account of the Derby that has appeared.