

FROM THE FAR NORTH.

(From the Courier.)

On Friday last, we received a pleasant visit from Dr. Wm. Malloch, son of Judge Malloch of this place. He had been away for some time, and had just returned from a tour of inspection of the better-known Hudson's Bay. It will be remembered that about three years ago the Doctor left here for Moose Port: he having then entered the employ of the Hudson's Bay Company in his professional capacity. The Doctor, on his way back, travelled over half the way on snowshoes, or from Moose Factory to the height of land—a distance of nearly four hundred miles. The remainder of the journey—from Abete Lake to the settled portion of Ontario—was accomplished on a sled. The whole distance—about 700 miles—was made in the comparatively brief period of 29 days, showing an average of considerably over thirty miles per day. The air-line principle of travelling, as far as convenient, was adhered to, and the Doctor's opportunity occurred of leaving the time and tedious journeying on snowshoes through the dense forests on the way, the lakes and rivers were followed, even though the distance was thereby lengthened. The Doctor's bronzed and weather-beaten countenance, furnished ample evidence of his long and severe tramp, exposed to the mid-winter weather of the Hyperborean regions, leading to our North, with all its extreme frosts, snows and winds. Mr. Malloch gave us some interesting particulars of the physical and climatic features of the country drained by the Moose and Abete Rivers, as well as the peculiarities of the aboriginal residents there, and a description of the life enjoyed by the white "lords of all" at the factories and outlying posts of the H. B. Company in this region. We regret that space prevents us from detailing them at any fulsome or length. He informs us that there is a mistaken idea in the minds of Canadians about the severity of the cold at this high point of latitude. He admits that the cold is much greater in winter than in summer—the thermometer often falling down to 50° below zero—but the dryness of the atmosphere prevents it being felt to any very uncomfortable extent. The summers are very warm, and all kinds of grain except wheat, and most of our garden vegetables, grow and ripen readily there. The soil around Moose Port is very good, but of course lacks general cultivation. Pine disappears about the height of land, and then spruce, fir, birch and other hardy timber are found. The giant moose, deer, caribou, and other animals, disappear about the same latitude, and the remainder of the land and animals are found in the region of the Hudson's Bay. The Moose and Abete Rivers, as well as the peculiarities of the aboriginal residents there, and a description of the life enjoyed by the white "lords of all" at the factories and outlying posts of the H. B. Company in this region. We regret that space prevents us from detailing them at any fulsome or length. He informs us that there is a mistaken idea in the minds of Canadians about the severity of the cold at this high point of latitude. He admits that the cold is much greater in winter than in summer—the thermometer often falling down to 50° below zero—but the dryness of the atmosphere prevents it being felt to any very uncomfortable extent. The summers are very warm, and all kinds of grain except wheat, and most of our garden vegetables, grow and ripen readily there. The soil around Moose Port is very good, but of course lacks general cultivation. Pine disappears about the height of land, and then spruce, fir, birch and other hardy timber are found. The giant moose, deer, caribou, and other animals, disappear about the same latitude, and the remainder of the land and animals are found in the region of the Hudson's Bay.

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DEAR BOOK NEWS.

J. T. Fraser and George and Clinton Dunning, three young loafers, entered the school house beside the Wesleyan Church on Sunday, 17th inst., and cut and destroyed the furniture while service was held in the church. After satisfying themselves with working mischief, they went into the church to hear the sermon. It is hoped the authorities will look after them, and that they may be taught some lesson in future that when they go to church they will not violate the Sabbath by ransacking and destroying public property.

A new school house is to be erected here next summer. The contract is taken by Mr. Delaney at \$1,250. Mr. D. Yates has sold his house and property to Mr. Thos. Dager, who intends starting a hotel, but the temperance folks are determined not to allow him to sell liquor, and if he does, he will be fined without doubt, as it is not allowed to be sold in the township.

CAUTION TO FARMERS.

We have been informed upon reliable authority that several poachers are traversing the country selling worthless and dangerous traps purporting to be a certain cure for the rabies of the dog.

We would caution farmers and others who own horses not to allow the swindlers to palm off their wares upon them if they value their stock. Several instances have come to our knowledge where horses treated with quick notions have been completely ruined, the latest of which a valuable mare belonging to Mr. Coutts, leaving stable proprietor of this city, who was foolish enough to be persuaded to apply a bottle full of the would-be cure to a splint on one of his mare's legs. The result is that the colt has been completely eaten off, and the animal is scarcely able to leave the stable. So much for encouraging swindlers.—Spectator.

The Herald.

PUBLISHED WEEKLY AT \$1 A YEAR.

CARLETON PLACE, APR. 10, '72.

SPECIAL TELEGRAMS.

(Per Montreal Line.)

London, 8.—The murder case was concluded today. The jury after nearly an hour's deliberation returned a verdict of guilty. In reply to the usual question as to why the sentence should be passed upon her, Mrs. Campbell replied in a clear distinct voice, "I am a woman of the world. I have been married to a man who has been a member of the Mormon Church for many years, and that numbers of them have had a personal and very bitter experience of the practical workings of polygamy. He said he did not see what other conclusion the jury could have arrived at. He believed the verdict to be a righteous one, he could hold out no hopes of mercy, and recommended to the jury to pass the sentence of death in making her peace with God. He then ventured to be hanged on the 20th day next. During the passing of the sentence the prisoner retained her composure and self-possession until the words, "hanged by the neck" were pronounced, then she gave vent to a piteous moan. A look of agonizing grief stole over her countenance. The deepest silence prevailed in the court room, which was crowded to suffocation while the sentence was being passed. The prisoner's lamentations alone breaking the silence. Coyle will be detained in prison until next session. The court then adjourned.

Ottawa, 8.—Both Speaker Cauchon and Speaker Cockburn are expected today or to-morrow. The County Carleton session open here today. Judge Morrison presiding. The criminal calendar is light. Rev. Morley Panshons lectures here shortly on Wilberforce. It is generally believed the approaching session will be a short one, not more than 40 days.

London, 8.—A telegram from Constantinople brings intelligence that the city of Antioch in Sicily was visited by an earthquake causing terrible loss of life. The dispatch states that one half of the city is totally destroyed, and fifteen hundred persons lost their lives. Great distress prevails in that portion of the city not demolished, and the remaining inhabitants are sadly in need of assistance.

London, 8th.—The Post says rumors prevailed last night that important telegrams had been received at a foreign office from the Government of the United States. The dispatch, it was reported, indicated there was a prospect of differences between England and America growing out of consequential damages, would be settled in a manner satisfactory to both nations.

Markham, 8th.—Mr. H. J. Huberts, Director of the Ontario and Quebec Railway, and Mr. Keefer, Chief Engineer, having examined the route of the railway from Peterborough through the northern part of Durham County, south of Lake Seagow, and across the county of Ontario into the county of York, which about twenty miles of the route. The route examined is a very favorable one, the summit between Lake Seagow and Ontario, is crossed at the corners of Carleton and Whitby Townships. Two hundred miles of the line have been examined.

Quebec, 6th.—The contract for building the Great Northern Railway of Canada was finally executed between the Company and an association of gentlemen belonging to Chicago. The land grant by the Province of Quebec is estimated at \$10,000,000, while the city of Quebec takes \$1,000,000 of stock, and the local parishes along the line will subscribe an equal amount. The road will be immediately commenced, and it is contemplated, will be completed within two years.

London, April 5.—Prince Arthur will shortly be promoted to the rank of major and will go to India for two years. San Francisco, April 5.—The Government buildings at Camp Independence were utterly destroyed by the earthquake on the 26th ult.

We have been frequently asked of late, when it is probable that the State of Ontario will be ready for publication; but, as we are no prophet, we cannot answer the question. The Queen's printer, Messrs. Hunter, Rose & Co., have closed their office, and consequently the people of Ontario must wait until a new printer is found, and a new contract is made for the printing of the Statutes.

At Postdown, county Armagh, a young couple going to America were accompanied to the train by one friend; the latter had some drink on their way and a quarrel ensued, when one of the party, a tailor, stabbed two men with a large pair of scissors. It is feared one will die.

The Judge on circuit at Clonmel has

In our issue of last week, we made some remarks in reference to the meeting of a few friends, which had been held at a private residence in Lanark village some time previous. Under ordinary circumstances a meeting of that nature would not be subject to public comment, but as it had been paraded before the public by some of its members as of more importance than it really deserved, we felt in duty bound to show that it did not, in any sense, possess the significance with which it was invested—that, in fact, it was no exponent of the public opinions of the electors of the North Riding of the County of Lanark. We are fully borne out in this view by an editorial in a late issue of the Perth Courier, the editor of which was one of the favored few who had an invitation to attend that meeting. He says:—

"Not a single person in Perth, we believe, knew that this meeting was to have been held in Lanark, or any where else, three days before it took place. The editor of this paper attended the meeting by an invitation extended two or three days before it was held, and before the receipt of his invitation knew nothing about it, except a statement made by letter by Mr. Galbraith before leaving Toronto, that he intended visiting Lanark after his return home."

This, we think, furnishes indubitable evidence of the truth of our remarks of last week. It will be observed that this favored editor was in the secret. He makes the candid admission that the game of "bluff" which they were playing commenced by letter from Mr. Galbraith before leaving Toronto, and that "not a single person in Perth" knew the underhand work that was going on.

As our readers have already been informed, the meeting of a few congenial minds, thus convened, was held, and an importance was attached to it, not at all warranted by the position and circumstances attendant upon it; and we are now fully convinced that when all the facts connected with that attempt "to secure unity of action among the electors of the riding," are fully known, some of the actors will be exposed to ridicule.

The petition of four hundred women of Utah, praying that the protection of the General Government may not be withdrawn from them by the admission of that Territory as a State, sets forth that a large proportion of the signers have been members of the Mormon Church for many years, and that numbers of them have had a personal and very bitter experience of the practical workings of polygamy. The petitioners say that thousands of women within the Territory of Utah are to die in a condition of abject slavery, and earnestly appeal to Congress not to take any steps that will cut off all hope of their deliverance. They assert that within the past three months polygamous marriages have rather increased than diminished, and that since the 1st of November scores of young girls have been married to men who had already from two to five families. They pertinently inquire whether it is reasonable to suppose that a people who defy the law thus openly while under the direct supervision of Congress will order their internal affairs any better when invested with the prerogatives of a State government.

We understand that a man named Larkin, about 75 years of age, was run over by the train on the Perth branch, on Saturday last and was killed instantly. The accident occurred about a mile this side of Pike Falls. It is supposed that the old man started from Smiths Falls to walk to Perth, and feeling tired, lay down upon the track to sleep. He was in such a way and place that he could not at all be distinguished until the train was upon him. He could not have been in a worse position had he purposely selected the spot. All the train passed over him but a part of the baggage and passenger cars. All efforts were made, but nothing could save him, and he lived but a few moments. The train was in full motion at the time, and yet, they had wrenched it to a full stand before it had entirely passed over him, which speaks for itself. An inquest took place the same day, at 3 o'clock, exonerating the Company from all blame. His body was taken to Smiths Falls by the 3.50 train. He had been recognized by his son previously.

After a long term of Colonial service, Lord Ligon has applied to be relieved, somewhat before the expiration of the usual period, of the position he holds as Governor General of the Dominion of Canada. Whether Lord Ligon is only seeking temporary rest and leisure, or whether he desires to be permanently relieved from official duties, we are not informed; but in June next, as we understand, he will take his departure from this country for England. His successor will be Earl Dufferin, at present Her Majesty's Chancellor for the Duchy of Lancaster, and for many years a leading member of the British Parliament.

The trial of Phoebe Campbell, of London, for the murder of her husband, still continues, and the excitement has not in the least abated. There is nothing new elicited by the evidence thus far given before the court to throw any new light on the tragedy. That there was a horrible murder committed there is no doubt, and the circumstances of the case point, as far as they go, to the wife as the murderer.

Since the above was written we have received intelligence that Mrs. Campbell has been found guilty of the murder of her husband, and sentenced to be hanged on the 20th of July next.

A combination between the Pacific Mail Steamship Company and the Panama Railway was effected as a rival to the Union Pacific Railway.

Although the several governments of Canada have been, and are, doing something towards encouraging immigration, we do not think they are doing nearly as much as they should. There has been perhaps, no branch of governmental policy more important or more neglected than this. There is a general feeling of surprise at the feebleness and inefficiency of the efforts of the late Ontario Ministry in this direction. It was no secret that they were almost indifferent to this vital question. And it is to be hoped the present government will do something that can be seen, felt, or experienced in some sort of tangible shape. Other colonies of the empire are making the most strenuous exertions in this respect; and it appears to us that Canada is lagging in the rear of the numerous competitors for prizes. We observe conspicuous in an English weekly paper, with a circulation of twenty-six thousand, in a rural population, two advertisements—one inserted by the authorities of Queensland, and the other by the Agent-General of New Zealand. The Queensland government is apparently an agent in every country. Assisted and free passages are attractively advertised. It is wonderful that these countries, with disadvantages of distance and of exchequer, get more of the right sort of emigrants than we do? What chance has a laborer in Sussex of hearing of Canada? Cannot Canada afford to give a local man in every county some small pecuniary inducement to distribute pamphlets, display maps, and generally diffuse information about our country among the laboring classes? It would not be hard to find an efficient agent everywhere, but we despair of anything being done till we have established in London an agent-general to represent us on all great occasions, and to take charge of all minor agencies. The truth is that at present we are outbid, unknown and unheard of—a dependency with only a nominal connection, and at the same time deprived of consular advantages possessed by the smallest State in Europe.

To fill the waste places of this young and vast Dominion with a happy and prosperous people, to fill the wilderness with cities, and thus lay the foundations of a future that shall rival the great Mother land in all that constitutes her true glory, is a task of such magnitude as to be worthy the ambition of the greatest statesman, and word of tax, to the utmost, the highest order of administrative genius and practical sagacity. It cannot be doubted that our Emigration Policy is the question, which above all others must have the immediate attention of our legislators, and it must be dealt with in the grave and comprehensive spirit its very momentous nature demands. And we think the subject can be fully argued and to just conclusions, without importing into it any of the acrimony of political partisanship.

At present our Emigration machinery is insufficient and ineffective. Considering all the circumstances of our past history, perhaps it could not be otherwise. It is too much to expect from any Minister of Agriculture, with his exceedingly varied and onerous duties, a perfectly matured and efficiently worked out scheme of Emigration. He cannot accomplish it, if he honestly discharges the more direct and urgent duties of his department. What is needed is a more distinct provision within the department for conducting emigration business. To this should be attached some person of special fitness for the office, and possessing a thorough knowledge of the capabilities of the Dominion, and an intimate acquaintance with the British Isles especially, and the material which they contain for his purpose. He should be proved to have skill in organization and in the comprehensive mastery of the removal and settlement of an emigrant population. To him might be left the selection of his agents. And these should be men whose culture and capacity, whose character and habits and official position would give him the centre to the classes in Europe who could most efficiently aid them in their work. In addition—and without which they would be almost useless—they should be good public speakers, familiar not only with the necessary topics, but with the idiosyncrasies of rural and city life.

It may be objected that the creation of such an aid to the department now responsible for the promotion of emigration would be a very costly affair. We think it need not be so necessarily, but is not a very costly thing to have a vast fertile territory unproductive and practically useless? Is it not very costly to have to pay exorbitant prices for articles of foreign manufacture because we lack the labor to make profitable use of our own abundant raw material? Each of these is costly, and all of these combined for more so than any additional official machinery we advocate.

We look upon the present law of Bankruptcy as furnishing not complete machinery for swindling purposes, and we have known many cases in which it has been taken advantage of by dishonest debtors to defraud their creditors. The Montreal Gazette, however, makes an announcement of a case which turns out differently, and one which creditors have seldom the pleasure of seeing, and which will make some of them open their eyes in astonishment. It is an announcement of an assignee that a second dividend of 15 shillings in the pound, making twenty shillings in all, has been declared from a bankrupt estate. The estate thus redeemed from insolvency is that of B. Huot dit Laurent, of Levis.

Northern Iowa, though neither border of potato bugs have not seen them, never had so large a crop of potatoes as this year, and it is now doubted whether they were genuine bugs or little agricultural negroes.

It is really astonishing to consider what an amount of rascality has come to light in the city of New York within the past few months, and fresh exposures continue to be made every week. In the grand extortions which has the official and political rogues of all kinds in this city, no incident is more wholesome than the exposure of the corrupt judges who have so long lent their countenance to all the villany which it was their duty to repress. Of all the cancers, indeed, which can corrode a civilized society, none can be more injurious than a corrupt bench; from that source every other evil must flow. But, until recently, the respectable part of the community has had to look on in silence at the protection which was afforded by a bribed bench to every form of rascality, from the big swindles of the numerous competitors for prizes. We observe conspicuous in an English weekly paper, with a circulation of twenty-six thousand, in a rural population, two advertisements—one inserted by the authorities of Queensland, and the other by the Agent-General of New Zealand. The Queensland government is apparently an agent in every country. Assisted and free passages are attractively advertised. It is wonderful that these countries, with disadvantages of distance and of exchequer, get more of the right sort of emigrants than we do? What chance has a laborer in Sussex of hearing of Canada? Cannot Canada afford to give a local man in every county some small pecuniary inducement to distribute pamphlets, display maps, and generally diffuse information about our country among the laboring classes? It would not be hard to find an efficient agent everywhere, but we despair of anything being done till we have established in London an agent-general to represent us on all great occasions, and to take charge of all minor agencies. The truth is that at present we are outbid, unknown and unheard of—a dependency with only a nominal connection, and at the same time deprived of consular advantages possessed by the smallest State in Europe.

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What will be the effect of these disclosures is now a question of great interest. Will these unjust judges receive the appropriate punishment for their misdeeds, or will they be re-elected with a new lease of power to flood the city with second-hand wares of crime and villainy and to enrich themselves at the expense of the honest and the virtuous? We cannot see that there is any security against the latter calamity. So long as society in New York remains as it is the lowest and basest classes will rule the city.

Our readers will be sorry to hear of the death of Professor Morse, the inventor and father of the telegraph system. Wherever civilization has a foothold, the name of S. F. Morse is known in connection with telegraphic enterprise, and by his deep scientific knowledge and energetic persistency he achieved wonderful results. When the Professor first made known his plan for the utilization of electricity, he was viewed as a dreamer, and seven years elapsed before he could induce the United States Government to assist him in practically testing his discovery. In 1843 the sum of thirty thousand dollars was appropriated by Congress for the purpose of building an experimental line from Baltimore to Washington. This insured the success of the telegraph in the United States, and the wires have been extended throughout the country. Thirty years ago the first submarine cable was laid in the harbor of New York at the instance, and under the supervision of Professor Morse. During the early portion of life he followed the calling of a portrait painter, which he abandoned upon learning the experiments made about forty years ago in Paris with the electro-magnet. He obtained a patent for the Morse system of telegraphy, and lived to see its general adoption in the United States, and its selection by a convention appointed for the purpose of adopting a uniform system of telegraphy, for all Germany. Professor Morse died covered with honors at the ripe age of eighty-two years.

EUPHONISM.—It might seem amusing, were it not disgusting, to note the euphonious names by which some of our neighboring editors distinguish each other. We have not a full list at hand, but can remember reading of the "Slow Town Runner" and the "Penny Whistle." Now we would suggest that, if these editors are deficient of the respect common to gentlemen, they might, at least, respect their own profession, and not try to degrade or bring into contempt, by applying such epithets to each other.

It is our opinion that a political contest should not be regarded as a war between enemies, in which each is expected to do the other all the damage possible; but as a competition between friends, having a common country and mutual interests, each striving to outdo the other in promoting the public welfare and perfecting its institutions. Editors should learn to eschew foul language, low, vulgar slang, billingsgate and blackguardism. These things should not defile their columns or their tongues, even when an election is at hand. They should write nothing that is unfit for the parlor or the family circle, and exclude all indecency from electioneering matter as carefully as they would from ordinary conversation in respectable company. Such things vitiate the public taste and demoralize society far more than they harm an adversary.

NORTHERN TRANSPORTATION COMPANY.—During the coming season the Northern Transportation Company will run twenty-one boats, the following being a list thereof, with their captains:—Alton: W. Gardner; Buckeye: J. H. McCormick; Brooklyn: D. H. Davis; City of Boston: John Brown; City of New York: A. C. Chapman; City of Concord, Wm. Rolfe; City of Toledo, S. B. Rippon; Cleveland: Harvey Brown; Empire: Denner; Granite State: E. White; Maine: Ira Bishop; Milwaukee: John Landis; Nathan, Allen Shaver; Oneonta: Charles Ely; Prairie State: D. A. Kiah; St. Albans: Jason Knapp; Young America: Waterbury; Champlain: Robert McGroarty; Michigan: W. Williams; Lawrence: A. Reid; Lowell: R. Smith.

The Post Office of Granboro, in the Township of Granby, was destroyed by fire on Wednesday morning, the 5th inst. Letters and the office equipments were saved.

A correspondent of the Globe says, it is thought that Lieut.-Gen. Archibald will leave shortly, and the Hon. Alex. Morris is named as his possible successor.

We have received the first number of the new Toronto paper called the Mail. It is a handsome sheet, well got up, and neatly printed on good paper.

The assizes for the county of Carleton, opens on Monday before Judge Morrison. There is nothing very important in the criminal docket.

Kingston Board of Trade has taken up in a bold spirit the subject of encouraging the establishment of manufactures in its midst. A number of schemes with this object, which had been first considered by a special committee, were submitted to the Board at a special meeting held a few days ago. The leading feature in the plans proposed is, we are told, exemption from taxation. Another idea suggested was the granting of bonuses to new manufactures, upon certain conditions. Mr. Carruthers' scheme recommended the erection of a large building for central power, with one or more engines which could be used for different branches of manufacture. Mr. Kingston and Mr. H. Cunningham were opposed to the granting of bonuses, as the city had quite as much to bear as it was well able to stand. They were willing, however, to encourage new manufactures from exemption from taxation. Mr. Wm. Robinson pointed out the fact, that Kingston was better off financially, than any other city in the Province; he deprecated the habit of running down the credit of the city. Mr. William Hart thought that bonuses given to the encouragement of manufactures would be better spent money than in giving to railroads, and quoted several cases to prove his statement. Mr. Simpson and others spoke of the want of facilities for shipping goods on the part of the Grand Trunk Railway Company, and of the large rates charged for carriage. All the schemes are coming up again for future consideration. Upon one point, however, the members of the Kingston Board are agreed—it is, that the city has not a good name at a distance from home, and that strenuous efforts must be made to improve its commercial credit.

It is a bad plan to grease the upper leather of shoes for the purpose of keeping soft. It rots the leather, and admits the dampness more readily. It is better to make a varnish than: Put half a pound of gum shells broken up in small pieces in a quart bottle or jug, cover it with alcohol, cork it tight, and put it in a shelf in a warm place, shake it every several times a day, then add a piece of camphor as large as a hen's egg, shake it well, and in a few hours shake it again and add one ounce of lampblack. If the alcohol is good it will be dissolved in three days, then shake and use. If it gets too thick, add alcohol, pour out two or three teaspoonfuls in a saucer, and apply it with a small paint brush. If the materials are all good it will dry in about five minutes, and will be removed only by scouring it off, giving a gloss equal to patent leather. The advantage of this preparation over others is, it does not strike into the leather and make it hard, but remains on the surface, and yet excludes the water almost perfectly. The same preparation is admirable for harness, and does not soil when touched, as lampblack preparations do.

Some of the English volunteers, at the Gate of the mails, were about to make the Easter review subserve a very good and practical end. The Cambridge University corps was to test the resources and endurance of its members by marching all the way from Cambridge to the Sussex Coast, in complete fighting order, wearing the new accoutrements and valises now in use by the army. The time occupied in the journey would be nine days, but two of these would be taken up with necessary halts, the actual marching days being seven. The total distance from Cambridge by the route proposed is 115 miles; so that the average march each day would be rather over sixteen miles—no trifling test of endurance for heavily-laden troops. As a matter of fact, however, two of the days' journey would be of twenty miles each—a very fair trial indeed, even on such good roads as those of Essex and Sussex.

To the credit of the English people be it said that pugilism has been fairly driven out of the country, to seek refuge, for a brief season only let us hope, in the United States. Professional pugilists are now compelled to earn a livelihood by teaching "the art of self defence." Instead of practising it in the prize ring, some of the toughs of London, however, arrange to fight in quiet districts away from the metropolis; but at such meetings there is no special train to convey the party, as was formerly the practice, and the whole affair partakes of the character of a street row.

An Ottawa paper says that a number of medals for the members of the Indian Council, and for the chiefs of the Indian tribes of the North West, have been struck off, and are about to be sent to them. They bear on their face a portrait of the Queen, and on the reverse side a design emblematic of Confederation. They are described as being extremely handsome, and will no doubt be received with much pride and pleasure by the Indians.

A number of our country exchanges are naming their subscribers and agreeing to take cordwood, butter, soap, elecampane, snake root and other country produce in exchange. Isn't it about time that newspapers abandoned this? It was well enough fifty years ago, when there was little or no money to be had.

Eleven families representing forty-one adults will leave Ottawa early in April for the Red River settlement, with nine span of horses and wagons and some agricultural implements.

The Post Office of Granboro, in the Township of Granby, was destroyed by fire on Wednesday morning, the 5th inst. Letters and the office equipments were saved.

A correspondent of the Globe says, it is thought that Lieut.-Gen. Archibald will leave shortly, and the Hon. Alex. Morris is named as his possible successor.

We have received the first number of the new Toronto paper called the Mail. It is a handsome sheet, well got up, and neatly printed on good paper.

The assizes for the county of Carleton, opens on Monday before Judge Morrison. There is nothing very important in the criminal docket.

Kingston Board of Trade has taken up in a bold spirit the subject of encouraging the establishment of manufactures in its midst. A number of schemes with this object, which had been first considered by a special committee, were submitted to the Board at a special meeting held a few days ago. The leading feature in the plans proposed is, we are told, exemption from taxation. Another idea suggested was the granting of bonuses to new manufactures, upon certain conditions. Mr. Carruthers' scheme recommended the erection of a large building for central power, with one or more engines which could be used for different branches of manufacture. Mr. Kingston and Mr. H. Cunningham were opposed to the granting of bonuses, as the city had quite as much to bear as it was well able to stand. They were willing, however, to encourage new manufactures from exemption from taxation. Mr. Wm. Robinson pointed out the fact, that Kingston was better off financially, than any other city in the Province; he deprecated the habit of running down the credit of the city. Mr. William Hart thought that bonuses given to the encouragement of manufactures would be better spent money than in giving to railroads, and quoted several cases to prove his statement. Mr. Simpson and others spoke of the want of facilities for shipping goods on the part of the Grand Trunk Railway Company, and of the large rates charged for carriage. All the schemes are coming up again for future consideration. Upon one point, however, the members of the Kingston Board are agreed—it is, that the city has not a good name at a distance from home, and that strenuous efforts must be made to improve its commercial credit.

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