Huron Signal.

WEEKLY EDITION.

"The Greatest Possible Good to the Greatest Possible Number."

W. T. COX, Editor and Proprietor.] GODERICH, C. W., THURSDAY, JULY 7, 1864. [VOL. XVII.—NO. 25

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Poetry.

Written for the "Huron Signal."

GARIBALDI.

Hail Garibaldi! Chieftain of the free!
Bold champion in freedom's holy fight!
The strongest arm upraised for liberty—
The bravest heart in battle for the right
Was Garibaldi.

His name is freedom's watchword to the world;
His fame is trumpeted to every land;
And tyrants tremble when they see unfurl'd
The people's banner by the ready hand
Of Garibaldi.

With turrets piercing to the golden sky,
There stands a lordly castle by the sea;
Within its walls the tyrant revels high,
And fondly thinks himself from danger free,
And Garibaldi.

But nameless horrors suddenly appal
His coward heart, and seize his trembling frame;
The hand of fate is writing on the wall,
In mystic characters, the magic name
Of Garibaldi.

And now the castle-portals open wide—
A voice is sounding through the lofty hall—
The walls re-echo to the giant stride,
The massy doors swing open at the call
Of Garibaldi.

It is the war-tried hero come again
To speak for free dom in the people's right;
His arguments are guns and armed men,
And well the tyrant *knows* the gather'd might
Of Garibaldi.

Now, liberty and oppression meet,
With foot to foot and front to front they stand;
Earth echoes with the tramp of hurried feet,
And fetter'd nations hail the lifted hand
Of Garibaldi!

And now the cannon hails its hissing shower,
And strews the dead and wounded in its path;
And tyranny is shattered by the power
Of desp'rate thousands risen in their wrath
With Garibaldi.

Italia's patriot ne'er will turn aside
Till tyranny is swept from every land—
While drooping nations mourn their vanished pride
And anxiously await the high command
Of Garibaldi.

To him the humbled Magyar tondly looks,
And pants for freedom as the mountain deer
Pants for the pastures by the water brooks:
Long has he stayed the trumpet voice to hear
Of Garibaldi.

Long may this crownless monarch live to be
The flaming pillar in oppression's night,
To lead the nations on to liberty!
And long may tyrants quail beneath the might
O. Garibaldi

Long may the breezes round his island home
Waft songs of plenty from his native shore;
And o'er the earth, across the ocean foam,
A bugle shout for freedom evermore
And Garibaldi!

R. D. SCOTT.

THE *Essex Journal* is responsible for the following item:—A skedaddler from Uncle Sam's territory fell in love with a Canadian damsel, and *vice versa*. The parties wished to be married forthwith, but a difficulty arose. A license costs six dollars—the parties didn't like that. They might be published in church, but they couldn't wait three weeks. A Justice of the Peace in Detroit could soon marry them—but the skedaddler dare not go to American soil for fear of capture and the parties were sorely perplexed. A happy thought soon presented itself, and was immediately put into execution. A boat was procured, and helping friends crossed the river for an American Justice of the Peace. The bride and bridegroom took boat from this side, and were met by the Justice in the river, and, when satisfied they were in American waters, the happy pair were married by the laws of Michigan, and under the guns of Fort Wayne.

THE MACKAY GREAT GUN.—A Liverpool paper says:—This gun has been again tested on the Crosby Sands, near Liverpool. A steel bolt, twelve inches long and weighing 155 lbs., was fired at a target representing a section of the side of Her Majesty's ship Agincourt, at present being constructed at Birkenhead. The target was constructed with five and a half inches armour plate, nine inches teak backing, three-quarters of an inch iron "skin" timber balk and sand, large piles supporting the whole. The shot struck the target twelve inches below and directly in a line with the bull's eye, went clean through, buried a piece of the target, 90 lbs weight, four feet deep in the sand, and then travelled 440 yards along the beach. The distance of the target from the gun was 200 yards—The gun has only a bore of 8 inches.

ENLARGEMENT OF THE CANALS.—An important meeting is about to be held at Quebec with reference to the enlargement of the Canadian canals connecting the lake commerce with the ocean. The meeting is to be held under the patronage of the Canadian Ministry, and the commercial interests of the St. Lawrence and Lake Ontario, but the co-operation and counsel of all the lake cities has been solicited. The American Boards of Trade of most of them have sent delegations.

A late number of the Cork *Reporter* says: "It is an extraordinary fact in the agricultural history of the county and city of Cork, that the county Dublin is now supplying large quantities of potatoes for our market. Three large sloops are now being discharged at the Metal bridge, and fifty sheep were purchased at a late market in Bristol and sold in Cork for less than they could be purchased by wholesale, and realizing a good profit to the butcher."

THE NEW MINISTERS.—It is stated on good authority that Messrs. Brown, McDougall and Mowat are the three Upper Canadians who are to represent the Reformers of this section in the Cabinet. It need scarcely be added that for ability, both legislative and administrative, as well as for staunch adherence to the principles of their party, the Reformers of Upper Canada could not make choice of a better three than those named. It will be felt that the public interests are safe in their hands, and that they will efficiently represent in the Government the views of the majority of our people.—*Hamilton Times.*

The St. Catharines *Journal* states that a widow, name unknown, was nearly drowned at Port Dalhousie, while bathing in the lake the other night. She took a fit while in the water, and falling on her face certainly would have been drowned had not assistance been given by some parties who were bathing with her.

Huron Signal.

GODERICH, C. W., JULY 1, 1864.

CONSTITUTIONAL CHANGES.

Now that the excitement incident upon the startling changes proposed in the Government of Canada has somewhat subsided, it becomes the duty of the journalist to discuss in a calm and rational manner the probable bearing of the foreshadowed innovations upon our present and future welfare as a people. It has been asserted, and, we think, may now be accepted as a *fact*, that the period had arrived when some step such as has been taken was indispensably necessary, in order to the settlement of very grave sectional difficulties, and as a means of drawing the ablest men of the Province together, irrespective of old party lines and party feuds. Although the two parties were divided until within a few days ago by a pretty well-defined line, it would have been a difficult task to lay a finger upon any one great principle upon which they could differ broadly and distinctly. For instance, if two of the warmest adherents of Mr. Brown and J. A. Macdonald were to sit down and draw up a list of the points in our political economy upon which they could mutually and cordially agree, it would astonish them to see how very little was left for discussion, leaving their leaders out of the question. Again, the two parties, in their struggle to see which should govern, had become so evenly balanced that, as has been said, a single Ethiopian voter in Essex could turn the scale and decide who should be the "outs" and who the "ins." Under such circumstances, good, economical government was out of the question, and a dead-lock must have ensued, a *violent* remedy for which could not be contemplated for a single moment by any patriotic man, whatever his politics. We would ask, then, of those who denounce the Federation scheme, What was to be done? Who was to give way? If Upper Canadians believed their cause to be a good and righteous one, could they, in the interests of posterity, forego their just claims; and, on the other hand, could the Lower Canadians be blamed if they thought they saw in concessions to their opponents of this section the loss of institutions which they have long cherished as the apple of their eye? It is very easy to criticise the road of escape pointed out, but, in our opinion, it would be very difficult to strike out a better one. There are, we are aware, politicians who deprecate all sectional feeling between Upper and Lower Canada, and argue strongly that all that is necessary to allay the ill-feeling engendered by hot-headed demagogues is to obliterate the dividing line established at the Union and unite Canadians in reality as they are already united in name. This idea springs from a spirit of patriotism, and the only objection we can bring against it is its utter impracticability. A moment's thought must serve to convince the most sanguine theorizer that the sections are distinct from each other and must remain so for many years to come. Lower Canada is essentially French, in the origin, habits of thought, religion and social instincts of its people. Those people, volatile as they are in other respects, are wedded to their institutions by long habit, and are in a peculiar degree attached to the soil, which is divided and subdivided amongst the members of families from generation to generation. The people of Upper Canada, on the other hand, possess all the energy and expansiveness of the Anglo-Saxon race, and in almost every respect are the very antipodes of their fellow-subjects of the other section. Hence the dividing line which can be done away with by no Acts of Parliament, and hence, also, the necessity for such a change in our form of Government as shall effect a solution of our present political difficulties without endangering the interests of either section. The principle upon which this solution is to be effectually wrought out, must necessarily, we apprehend, be one of *mutual concession*, and the Federation scheme seems admirably calculated to foster and encourage a blending of the conflicting political elements as far as that is attainable under existing circumstances. Under no other conditions than the concessions essential to the final establishment and successful working of a Federal Union of the British American Provinces can we see a way of escape out of the dangers which have gathered like a brooding storm, black and dark over our political horizon. Representation according to Population might have been thrust upon Lower Canada in course of time, but we must ask ourselves whether the boon would have been great enough to warrant us in endangering the peace of the country in its attainment, or whether, in case of a rupture between the sections, it would ever be possible to bring about a peaceable union on *any* point of national policy. Until we can see our way out of the difficulties involved in these considerations and others which protrude themselves as we endeavor to pursue the subject further, we must state our sincere belief that a well-considered and carefully erected Federal Union will be the means of rescuing us from a state of anarchy and confusion, and stamping upon the whole of the British American Provinces what they so much require, a well-defined *Nationality*, which shall command alike the respect of the world and the *confidence* of those who range themselves under its sheltering branches. Objections are urged against the Federal scheme by some of the more straight-laced tories, because they are and always have been averse to sudden constitutional changes of any kind, and because they think it somewhat ominous to adopt a system which has broken down in the United States, the present cruel war being cited as an instance of the powerlessness of the Federal principle to prevent the disintegration of the Union heretofore subsisting under it. But we must remember that the Republic broke in two mainly because of its enormous weight, and if the separation were consummated to-morrow, there is no reason to believe that either of the vast sections would wish for any change in their present mode of Government. With Canada, the case would be quite different. Even if we succeed in bringing in the Great Northwest and the Eastern Provinces, *mutual interest* must form a bond of Union which shall preserve us from the rock upon which the neighboring Republic has split, and, besides, we may reasonably hope that our little bark will be assisted over ordinary obstacles by the steadying influence of our undoubted loyalty to the throne of Great Britain. The proposed Constitutional Changes, however, have yet to be wrought out. What is now misty must be made clear—the whole subject must be calmly and dispassionately discussed, and before the step is taken which must, one way or other, decide the future of our country, it is to be hoped that every precaution will be taken to save us from some day being compelled to fall back upon the starting point in grief and despair. One thing is certain, the wisest and best of our statesmen have undertaken the serious task of studying out the changes to be made, and watching that nothing shall be done derogatory to the interests of any one section. If they can effectually heal up our differences and set in motion a good sound Government, they will have merited our lasting gratitude as a free and happy people.

THE IMPROVEMENT FUND.

In the Supplementary Estimates passed by the House of Assembly, we observe the following suggestive item: "U. C. Improvement Fund, on account of the balance due to the several Municipalities per Cor. Stat. Canada, cap. xxvi. sec. 7, $40,000." The section of the chapter referred to reads as follows: "The Governor in Council may reserve out of the proceeds of the School lands in any County a sum not exceeding one-fourth of such proceeds, and cut of the proceeds of unappropriated Crown lands in any County a sum not exceeding one-fifth thereof such sums to be funds for public improvements within the County and to be expended under the direction of the Governor in Council." As a large proportion of the public lands in these Counties—*in* Bruce, especially,—were sold subject to the reservation above-mentioned, a considerable sum of money is due the respective municipalities from the fund so established, and those most interested should see to it that immediate application is made. It would really seem as if the Canadian Government were "turning over a new leaf." When George Brown falls into harness with Messrs. Cartier, J. A. McDonald and Galt, it need surprise us very little if the hard-wrought settlers of Bruce discover that their Improvement Fund has been restored.

Parson Brownlow Again.

This swearing divine addressed the ladies of New York, at the Cooper Institute, for the soldier's relief. Defending negro enlistments, he said:—And if I had the power, I would arm and uniform in the Federal habiliments, every wolf and panther and catamount and tiger and bear in the mountains of America; every crocodile in the swamps of Florida and South America; every negro in the Southern Confederacy, and every devil in hell and pandemonium. This war, I say to you, must be prosecuted with a vim and a vengeance, until the rebellion is put down, if it exterminates from the face of God Almighty's green earth every man, woman and child south of Mason and Dixon's line.—(Cheers.) When we come out of the war, we will come out with 500,000 of the best soldiers, who have got their hand in, and would as soon have their hand in as not. Then I am in favor of giving old England a turn.—(Cheers.) We can whip the Southern Confederacy; we can take in France and England and the whole civilized world, and I want to carry it on until we whip out all God's creation.

*** We put it to the horrified reader of the above if he or she ever read anything so *brimstony* in the English language. We assert without fear of contradiction that anything in the shape of a man who can give expression to such diabolical sentiments is a fit bodily representation of the fiends incarnate. Talk about the sin of sympathising with the South, how can any man of British feeling read such words without feeling the desire to punish the dastardly scoundrel tingling and burning through every vein in his body? But, after all, why waste indignation? The craven-spirited wretch is a *coward* at heart—no brave, noble, good man could stoop so low. Addressing LADIES, *Parson* Brownlow can be awfully big and brave,—facing, sword in hand, a Confederate soldier, his cheek would blanch and his knees tremble, and he would be the first to cry out for the *mercy* that *he* would refuse to the child of a Confederate mother!

THE WAR NEWS.

We do not deem it necessary to inflict upon our readers many of the Federal war telegrams, for the reason that they are more than usually incoherent. From what we can gather, Grant is making a brilliant failure at every point of attack. He gave up Petersburg as a hard case, and it now seems as if he would fail in cutting the Railways south of Richmond as he intended. Sickness is rife in camp and we believe that disease is proving a more formidable foe than Confederate bullets. West of the Mississippi the "rebels" are unusually active and threatening. Sherman is being cooped up and beaten in Georgia. Gold is up to 250.—It was selling yesterday in Buffalo at 256! The greenback thermometer is falling rapidly!

Frightful Railway Accident.

Scene Within Nineteen miles of Montreal.

A DRAW-BRIDGE IS LEFT OPEN AND A TRAIN DASHES INTO THE CHASM.

56 Dead in all taken out.

MORE STILL REMAIN IN THE WRECK.

Eighty Wounded brought to Montreal!

From the Leader's Report.

ST. HILAIRE STATION, June 29th.—A serious accident happened this morning about half past one to an emigrant train from Quebec. The train stopped at St. Hilaire, about one mile from the bridge across the Richelieu River where there is a swing bridge. the swing bridge was opened about a quarter past one to let a number of barges in tow of a steamer pass. The proper signals were turned before the bridge was opened, and the red light was burning well. The man in charge of the bridge, when he heard the whistle, waved his red hand lamp. The standing orders are that all the trains must come to a full stop before reaching the bridge, this was disregarded and the train ran into the open draw. A number of emigrants are killed and injured, it is impossible to say how many at present. A large body of men are at work clearing away the wreck. At 8 a. m., 31 bodies were recovered, and between 30 or 40 taken out more or less injured. The depth of water in the draw is ten feet.

The following particulars from the correspondent of the Montreal *Gazette*, who was upon the ill-fated train, have already reached us, by report, after midnight.—They will be found full and reliable:—

Having heard of the accident at St. Hilaire, we left Montreal by a special train about half past 11 a. m. for the scene of the disaster.—On arriving at the bridge we found Mr. Bridges the managing director together with a great number of the officers and employes of the road who we learned had been there since daybreak in the morning, we also found Dr. Scott, Steward and Harbour of Montreal, busily actively employed in examining and dressing the wounds of the injured. Coroner Jones had been there and had arrested the engineer, one of William Barney, and committed him to jail. He had ordered coffins from town by a special train for the dead, and this being a statutory holiday, he made arrangements for an inquest to morrow, Thursday. He placed the bodies in charge of the police and special constables. We also found about one hundred of the Grand Trunk men on hand, with complete apparatus for removing the wreck and recovering the bodies. The representatives of the national societies, on the arrival of the train, put themselves in communication with the Managing Director, who afforded them all the aid in his power. He took them to where the dead were lying, and left a policeman in charge of them, to prevent the possibility of anything from their person being taken away. He also took these gentlemen to where the wounded were lying. They appeared to be as well provided for as possible in such sheds and buildings as the vicinity afforded.

We next proceeded to the fatal place. The draw bridge is about 50 feet high from the water, 70 feet wide and on this, the north side, close to the shore, the entire length of the bridge is 1,200 feet, and the signal at the draw bridge is clearly perceptible for over 500 feet beyond the furthest abutment of the bridge, making the distance at which the signal could be seen fully 1,700 feet.—The signal is very high and prominent; I have never seen one more so. We were told that the rules of the company make it imperative on all trains to come to a dead stop on approaching the place. The signal always hung out is the danger signal. It has happened to me to notice in travelling over this road that passenger trains make a dead stop at this place. Had this rule been observed the catastrophe would have been prevented. One minute and a half, in point of time, would have produced it, for we were informed that a steamer with six barges in tow was in the act of passing through. Four of the six barges had passed through, the train being precipitated on the fifth barge, which was sunk. Had this barge not broken the fall and kept the cars out of the water, many more lives would assuredly have been lost, perhaps none would have been saved.

From what I could gather the entire responsibility of the disaster rests with the engine driver, William Barney. He could not fail, if he had been doing his duty, to have seen the signal when 1,700 feet off, giving him ample space to have stopped the train in accordance with the Company's fixed rule.—The night was moonlight and perfectly clear, and the whole face of the country such as could not be mistaken. He had in fact stopped at the St. Hilaire station close by and could not fail to have known that danger was immediately beyond. He had been employed, I am informed, in this section of the road for 11 years so he cannot plead inexperience. He had commenced as a fireman on the line and in consequence of his steadiness, industry and ability has been promoted in the usual way. Instead of stopping he had run the train into the abyss; the engine plunged into the water alongside the barge and is out of sight; the 11 cars were piled on the top of each other in the utmost confusion. They were all a perfect wreck and some of them were smashed to atoms; in fact it is a wonder to me that so many lives could have been saved after such a fall, down such a terrible abyss at this time.

Fifty six dead of all ages and sexes have been recovered. We could see other dead bodies in the cars which could not then be extricated, owing to the mass of *debris*.—Both sight and sound was sickening, and the impression I never can forget. One poor creature was crying for a child, another for a parent, a young infant was trying to obtain milk from the breast of a dying mother and crying because it could not obtain it. But I cannot go into details of this sort. It was a source of great pain to me, and many, that we could not speak to them in their own tongue, to tell them of the sympathy we felt for them.

Another train arrived from the city at about 3 p. m. Immediately on the arrival of this train the officers of the company got all the cars in position for receiving the wounded, and then commenced a scene of the most appalling nature I ever witnessed. The cries of the wounded, notwithstanding that they were carefully moved on litters, under the superintendence of the medical men, were piercing. There were very many touching scenes.

We came home slowly, and on enquiry I learnt that this was in consequence of an order of the managing director to avoid as much shaking as possible. When we arrived Point St. Charles the uninjured passengers, to the number of 400, were placed in the company's building, and there they were provided with food, lodging, and all possible comforts. The wounded were taken around to Bonaventure depot, where well and preparations made for their removal to the hospitals. A number of the military with their train wagons, several city express wagons, &c., were waiting the arrival of the train. The wounded were taken from the cars by the military on their hospital litters, and this was done with admirable skill. We brought about 80 wounded to the city with us. Such, as far as I have been able to gather, is an unvarnished account of the facts which I witnessed and those I have been able to collect.

NEWS BY THE CITY OF LONDON.

NEW YORK, June 28.—The steamer City of London, with dates of the 16th, arrived early this morning. The steamer Alabama arrived at Cherbourg on the 11th, and was admitted to Free Pratique. She landed forty prisoners—the crews of two captured Federal vessels—names not mentioned. The Alabama was to be permitted to make extensive repairs at Cherbourg. Parliamentary proceedings unimportant. The Daily *News* believes that the opposition plot for overturning the Palmerston ministry, was broken down and abandoned. The intended resolution being carefully worded, and not a direct "no confidence" vote failed to receive the approval of a large number of conservatives. The *Herald*, a conservative organ, continues its arguments in favor of the attack on the ministry, contending that the new cabinet, under Derby, would obtain more from the Germans, than the present ministers. The meeting of conference appointed for the 15th, was postponed till the 16th of June. It is rumored that England will propose a new line of demarcation, but Denmark adheres to the old line of Denewarke. The Daily *News* says that the prospects of peace are as remote as ever. The Germans continue to fortify. Lord Palmerston said in the House of Commons that the position of the armies was not final. The conference can again extend the armistice. The continental news is meagre. The Paris bourse is steady at 68f 90c. There is some excitement at Madrid under the latest news from Peru—The English and French ministers are trying to effect a reconciliation.

LIVERPOOL, June 16, p.m.—Cotton market firm and advancing, particularly for American, which is dearer than at the departure of the Africa.

BREADSTUFFS MARKET.

Flour quiet but firm. Wheat in fair demand at last week's quotations. Indian Corn steady. Provisions—Beef and Pork dull at about late rates. Bacon very quiet and prices steady. Lard dull and rather easier.—Tallow flat but not lower. Sugar in demand, and prices firmer. Coffee inactive. Rye quiet. Petroleum Oil unchanged, but very nitrating, refined 2s. 2d to 2s 3d.

LONDON MARKETS.—Wheat firm for foreign at full prices. Flour in request and rather dearer. Corn firm. Coffee steady.

MONEY MARKETS.

Funds dull and drooping. Consols declined to 89¼ to 89¾, owing to the hostility to the ministry. The money market is rather easier. Good bills are taken at 6¼ per cent; demand moderate. American Shares—Illinois Central shares 35 to 53 discount; Erie 53 to 55.

LATEST VIA QUEENSTON.

LIVERPOOL, June 16.—The steamship America, from New York, arrived at Southampton on the 15th.

LONDON, June 16.—The minimum rate of discount of the Bank of England has been reduced to six per cent. The ship Ally Coon from New York, for San Francisco, was another vessel destroyed by the privateer Alabama. Semmes publishes in the *Times* a lengthy justification of the destruction of prizes, the British government having refused to let them into ports for adjudication.—The conference, which was postponed till to-day, has been further postponed to the 18th. The *Times* replies to Capt. Semmes arguments relative to the burning of ships, and shows them to be fallacious and judicially unsound. Mr. Ashbridge, of Liverpool, writes to the *Times* that he has been trying to discover if there were were any more counterfeit Confederate bonds in circulation than those already reported, but could find none. Parliamentary proceedings were unimportant.

THE DANO-GERMAN QUESTION.

The conference which had been postponed from the 15th to the 16th of June, has been still further postponed to the 18th. The *Morning Herald* says that the postponements are designed to prevent the ill effect which sitting without arriving at any result would have upon the public mind. They are principally made in the interest of the English government which is anxious to keep up a show of peace in the belief that the conference will perhaps do something, and thus stave off discussion in parliament. The *Morning Post* says that it is felt that the motive for these repeated delays, is the understanding that nothing can yet be accomplished to reconcile the two opponents. A few days will bring the resumption of hostilities. The *Post* says there can be no doubt that England, as soon as the war begins again will be forward in the defence of Denmark. The *Daily Telegraph* says the idea has been broached that the frontier question should be submitted to special arbitration and it is reported that Earl Russell made overtures to France proposing the forcible intervention of France and England if the Conference should fail, but that the reply was not not so favorable as it was supposed it would be. The Emperor of Russia and the King of Prussia were about to meet at Kassenten. They are to be accompanied respectively by Prince Portchakoff and Counts Rechberg Hesse and Vondermark. It is conjectured that a political understanding is aimed at.

THE AMERICAN WAR.

NEW YORK, June 29.—The *Tribune's* despatch from the headquarters of the army of the Potomac, dated June 26th, evening, says that the enemy are in very strong force in front, exhibiting a determination to resist every attempt of our men to advance. The possession of the Petersburg and Weldon railroad is of such vital importance to them that only the most consummate skill and bravery will be taken to wrest it from them. The repulse of the Vermont brigade on Friday shows the stubborn determination of the enemy, and there is no doubt that ever since they have strengthened that portion of their lines with defenses and men.

Gen Russell sent out Col. Lessing, of the 96th Pennsylvania, yesterday with 200 men to reconnoitre if possible as far as the track. They met with no opposition till they came within sight of the railroad, when they fell upon a strong Confederate skirmish line, and having succeeded in their object returned.—They discovered working parties with a strong guard engaged in repairing the track destroyed last week by our infantry.

The Confederate skirmishers advanced almost simultaneously along the whole front of the 9th and 10th corps last night about ten o'clock, but made no apparent effort to accomplish anything but a knowledge of our presence and strength.

A special despatch to the *World* dated Headquarters, June 27, says we have not possession of the Weldon and Petersburg road as yet, and as matters stand now there is no ground for saying that we can have it immediately. Our position is such however, as to prevent the enemy running trains on that road General Grant is making the enemy's position a warm one.

The City Point railroad to Petersburg is becoming rapidly constructed, and will be soon available as a means of transportation to the front.

A special despatch to the 'Herald,' dated Bermuda Hundred, June 25, says that the situation of the enemy to day, in relation to Gen. R. S. Foster's position at Jones' Neck, is somewhat menacing, though quiet. There are several regiments of the enemy and a battery at Ruffen's House. The picket line was advanced this afternoon, under command of the officers of the day. The reconnoissance resulted in some picket firing. Just now the gunboat Hunchback opened on the enemy, who were discovered throwing earth-works at the head of the Four Mile creek.—After several rounds the enemy left.

Washington, June 28.—The *World's* special says that Confederate deserters continue to come into Butler's line, reporting demoralization among men and officers. Gen. Lee has sent two brigades of cavalry and infantry force to operate against Hunter. About 6,000 of our wounded are at City Point—most of them will be sent to New York.—The endurance of the Confederate troops is giving way. Forced marches to defend different points menaced by our cavalry have broken down and used up a large number of men. Diseases of various kinds prevail to a fearful extent. It is estimated Lee has between 40,000 and 50,000 sick on hand, whom he finds it impossible to remove beyond the scene of conflict, besides a population of 200,000 dependent on him for food.

The *Herald's* City Point correspondence, June 27th, says Sheridan's loss in the recent fight is less than 250.

Generals Wilson and Kautz, who were expected to do great damage around Lynchburg, are not yet heard from.

The *Herald's* 9th corps correspondence, June 26th, says our loss in the Confederate attack on Sunday night did not exceed six wounded. The Confederate loss is severe, as their skirmish line marched right against our breastworks.

The *Herald's* 18th corps correspondence, June 26th, says the expedition under Capt. Hill, 1st New York mounted rifles, on the south side of the James, went to Surry Court house but met no Confederates. Numbers of the inhabitants begged to take the oath of allegiance, and all seemed utterly hopeless of the Confederacy.

ST. LOUIS, June 29.—In consequence of the disturbed condition of the State, occasioned by prowling bands of guerillas and bushwhackers, General Rosecrans has ordered one or two companies of enrolled militia to be raised from each county for the protection of their respective locations. The force is to be armed and equipped and put into service at once.

Leavenworth papers state that on the 15th instant a part of General Cooper's Confederate force sunk a steamer laden with government stores, in the Arkansas river, 25 miles above Fort Smith. The Confederates had a battery of three guns, and General Cooper, with a large force, occupied his old position on the Arkansas river.

NEW YORK, June 29.—The Washington *Star* of yesterday says that since General Grant crossed the Rapidan he has taken 17,000 prisoners, not including those of the last four or five days, while his own loss is less than one-third that number. Among the recent prisoners were men over sixty years of age and boys fourteen and sixteen. They all say they were forced into the Confederate ranks.

VICTORIES IN LOUISIANA.

The Charlotsville *Chronicle* (conf.) contains the following in relation to the recent brilliant victory over Sheridan near Trevilan's by Gen. Wade Hampton:

VICTORY.

We publish elsewhere the important news from the battle field near Trevilan's. The enemy is not only beaten—it is a flight. The prisoners are being captured among the hundred. The victory is at least decisive.

In the words of the sainted Jackson, 'God has blessed our arms with another victory!' one of the most important of the campaign. The terror of our railroads—the thorn in the side of Gen. Lee—the sword of Gen. Grant—is at last tackled. What announcement so grateful, so opportune, as that 'Sheridan is flying in confusion.' That splendid cavalry is broken. Prisoners, horses, arms—such are the result of three days fighting—and with trifling loss. Such are the fruits of concentration. Such the effect of a combined movement between Hampton and Lee. Where was Sheridan going? nobody knows. But a heavy hand was laid upon his shoulder at West's Mill, near Trevilan's depot. Imagine his consternation! But he fought bravely. It took three days to crush him. If the telegraph does not mislead us he is crushed—his forces are flying about and scattering. Oh, this is sweet!

Strike, Hampton! strike, Fitz Lee—strike, and spare not! May the last man perish.

And now for Major General Pope.—Have we troops at Lynchburg? Can Breckenridge fall upon this venturesome column and sweep it from the earth? Then, thanks for the defeat of Piedmont. The combined armies of Pope, Hunter and Crook seem to be marching on Lynchburg. We presume we have reinforcements at this point, which will effect a junction with Breckenridge. The move of the hour is concentration to overwhelm this body of the enemy as we have overwhelmed Sheridan.

The following is a list of the Yankee prisoners brought to this place yesterday and to-day:

271 brought in this evening, 26 yesterday, 150 do., 22 do., 464 from Trevilan's, 23 from Hunter's army—956 privates in all.

Officers—One adjutant general, one lieutenant-colonel, one captain, one lieutenant, one chaplain, one surgeon, one special correspondent from Hunter's army for the Cincinnati 'Commercial' and Wheeling 'Intelligencer,' and Dr. Lester Lloyd, of Fairfax county, charged with piloting the enemy.

SHERIDAN'S RAIDERS.

Intelligence from these unhappy horsemen represents that they were on yesterday drawing their slow length along towards the White House, where the gunboats and a number of transports awaited them. It was expected that they would be interrupted in their embarkation, if, indeed, their arrangements should not be completely set at naught before they attempt it.

LIVES SAVED BY CRINOLINE.—An Irish paper relates a remarkable incident that recently occurred on the river Shannon. A little pleasure boat was capsized in the deep tideway, at an angle of the river, and three young ladies, with their friends of the masculine species, were at once immersed. The males were submerged by their specific gravity, but the females, though thrown in a queer way into the water, righted at once, like those toys that, however dropped, always stay upright, and, borne erect by the natant crinoline, floated down the surface of the pellucid stream, objects of honor, regard and admiration. The singular utility of the crinoline, owing to the stiffening, or the cantchouc, was shown in the fact that it never split, collapsed, or exploded for the hundred yards over which it carried the nymphs before the eyes of the admiring hundreds; but, on the contrary; but, on the contrary, remained spread and unruffled, like a stately bird's plumage, bearing the females into shoal water at last.

The Brig "Vision."

The adventurous Capt. Donovan, whose proposed voyage from New York to Liverpool in his miniature craft has been much talked of of late, was detained on Saturday and did not sail, although his papers were obtained from the custom house, and all the necessary formalities gone through with. On Sunday morning the boat was towed out some distance from the Battery, and lay there the greater part of the day, affording a rich harvest to the proprietors of the small boats plying in the vicinity, a large crowd of curious visiting her during her stay. The dog 'Toby' did not seem to enter with any partisan enthusiasm into the festivities of the occasion, and manifested, by sundry growls, his disgust at being thus made the object of what he seemed to regard as impertinent curiosity. About o'clock the mariners set sail, and, at last accounts, were seen off Staten Island at anchor, the state of the weather not being favorable to getting off the coast during last evening. The voyage will probably be continued to day. Much incredulity exists among the more orthodox seamen as to the intentions of Captain Donovan, and the possibility of a successful issue of his attempt. Various speculations were indulged in last evening by the old salts who were cooling themselves on the Battery, and the theory that the *Vision* was intended to run the blockade with a cargo of quinine, or some equally portable and desirable material, was darkly hinted at by the wise men there congregated. The provisions and stores for this venturous party consist of 55 gallons of water, or an allowance of three pints per diem; 100 lbs. bread, or three-fourths of a pound per day per man; a few pounds of coffee and a little sugar. The cooking apparatus will be a small lamp to make coffee once a day. A few currants and a few cans of preserved meats will make up the list of stores. The captain expects to make the passage in six weeks, and upon his arrival in England will exhibit, and then sell his craft. The captain and Mr. Spencer are old sailors—both of them having been at sea for more than twenty years. Toby has also had some experience in navigation. He very recently returned from a voyage to Australia, and has visited other parts of the world foreign to this country. He has more than ordinary canine sagacity, and will be expected to stand his regular watch, and do other duties as may be required of him. Toby was the object of much attention, and received a few hundred caresses during the day. More than one suggested that he might possibly be served up as steaks before the voyage was ended.—*New York Paper.*

A STRANGE SHIP IN BELFAST.—On the 6th instant, about eleven o'clock, a strange-looking craft put into our quays. She came from the Clyde on her trial trip, and made the passage at the extraordinary speed of twenty miles an hour. She is very rough looking in exterior, having apparently received only one coat of paint; still she is about as smart-looking a vessel as ever entered the port. Her lines are very gracefully drawn, and she is very low in the bows, as if made to plough through the waves. She has three funnels in front of the paddle boxes, two masts with no rigging between—in fact, she has scarcely any rigging at all. Although only 1,000 tons burthen, her engines are 1,400 horse-power. After making all enquiries, we could about her future occupation, we believe we are correct in stating that she has been purchased by a Confederate firm in London to run the blockade if possible, and that Mobile is her destination. She has no name painted on her, but will, we believe, be known in future as "No. 27." She left for the Clyde last night.—*Belfast Whig.*

A French gardner has discovered a simple manner of ridding a garden of caterpillars.—A piece of woolen stuff having been lodged in a tree by the wind, was found to have become covered with those insects. The man, seeing that result, placed several other pieces on different other trees, and the caterpillers settling on them in the night, he was able to destroy a quantity every morning.

Town & Counties.

☞ We are glad to learn that Prof. Ferguson is meeting with much success in his tour through the Province.

HO FOR BUFFALO.—All and sundry who are thinking of seeing Buffalo this year should be at the Station bright and early on Monday morning next. The fare could not be lower unless the excursionists were taken for nothing and boarded during their stay. For full particulars see advertisement.

PORTER'S HILL P. O.—We learn that this post office, situated in the most densely populated part of Goderich Township, is to be served tri-weekly, commencing with the 1st of July. It will, doubtless, be a great convenience to those living in the neighborhood.

HEAVY CROP.—Our attention has been drawn to a very heavy crop of grass which has just been cut by "countryman" Thos Kneeshaw. It is decidedly the heaviest yield of hay from the same area of ground that we have seen for years, dry as the weather has been.

Masonic.

ST. JOHN'S DAY, 5864.

Agreeable to ancient usage, the brethren of Goderich Union Lodge A. F. A. M. No. 490, met in their Lodge Room at high twelve for the purpose of installing their officers for the ensuing year. P. Master, Bro. John Donogh, having invested his successor with the Master's Jewel; the W. M. proceeded to appoint such of his officers as had not been elected at the previous regular meeting. The following are the names:

Bro.	R. Cooper	W. M.
"	G. Swanson	S. W.
"	Thos. McClenneghan	J. W.
"	A. Donogh	Treas.
"	George Jessup	Sec'y.
"	James Moss	S. D.
"		J. D.
"	John McLeod	Tyler.

After the work of the hour had been gone through, and a vote of thanks unanimously tendered to the retiring Master, the craft were called by order of the W. M. from hard labor to refreshment.—COMM.

☞ The next Annual Convention of the "Teachers' Association of Canada West," will take place at the Temperance Hall, Toronto, on Tuesday, the 2nd of August next, at 11 a. m., and continue in Session three days. The Directors of the Grand Trunk, Great Western, and Northern Railroads, have kindly consented to allow Teachers attending the Convention, to travel from any Station on their respective lines, to Toronto and back, at half the ordinary fares. Each Teacher will pay the full fare to Toronto, and will receive a free return ticket from the Treasurer of the Association.

AN AMERICAN CRITICISM.

The New York *World* says:—The news from Canada is of very unusual interest. The deadlock in legislation which has lasted some time, owing to the inability of either party to command a majority in Parliament, had led to a constitutional change which will excite no little surprise on both sides of the ocean. The proposition, which is as good as adopted, by the ministry is, to change British America into a general federation. Heretofore Canada has been governed by one executive head and one legislative body, comprising an upper and lower one. Hereafter it is to be divided into three or four provinces. Canada West will form one; Canada East another, while New Brunswick and Nova Scotia will form two other provinces. In time, perhaps, other provinces may be added from the possessions lying north of Canada West. In the scheme, which has been as good as adopted, each province or state will have its own local legislature, and will be represented in the general parliament, after the model of our Senate and House of Representatives. It will thus be seen that, while a civil war is raging to break up one federation on this continent, influences are at work to form a new and powerful one upon our northern borders. It is strange that the Canadians have not adopted this form years since. Composed of different races, with very diverse interests, and scattered over an immense extent of territory, it was impossible for one homogeneous legislature to please, or even do justice to, all the varied interests and populations committed to its care. Hereafter there will be more local self-government, and the general parliament will give far better satisfaction than it was ever possible for it to do before. After getting their new states into working order, it would be a good idea for the Canadians to unite their fortunes with the great republic. This is a matter for our neighbors over the border to think over.

☞ The N. Y. *Times's* correspondent with Grant's army says:—"The weather and dust are almost intolerable. It would be utterly impossible for any one who has not experienced something of the kind to form any idea of the intensity of the heat or the suffocating density of the constantly perturbed dust. At times the keenest of visions would fail to detect any object at the distance of twenty feet. Dust-begrimed men are seen flitting around like spectres, reminding one forcibly of the celebrated 'mirage,' sometimes with a slight advantage in favor of the Italian illusion, I should say, witnessed in the Lake of Como. Water is very scarce, and both men and horses suffer badly at times from this cause."

☞ The Rev. Canon Thompson was, on Friday night, presented with a silver salver and a purse containing fifty-six sovereigns by the very Rev. the Bishop of Montreal, on the occasion of the former leaving Montreal for England.

☞ The Atlantic and Great Western road is now completed, and cars are ere this running through from St. Louis to Jersey City, a distance of 1,200 miles. The ceremony of driving the last spike was gone through with on Tuesday last, at Dayton.