INTELLIGENCE FROM KANSAS.

St. Louis, June 30.

The Chicago Company who was disarmed at Lexington, arrived at Alton, on their return on Saturday evening. The "Republican" (Pro-Slavery) makes the following statement concerning them. It is reported that the Company offered the Captain $1,000 not to land at Lexington. The arms that were taken from them were placed in a warehouse for safe keeping, and a receipt given for them. On the arrival of the boat at Kansas, Sheriff Jones, with a Company of thirty South Carolinians, boarded, and on the way up the river Atchison, Springfellow and Russell also came on board and after learning what had occurred, they demanded an audience of the leaders of the Company, whom they informed that orders had been given to disband all armed parties in the territory, and that they had better return home. The Chicagoans considered the advice good, and before the boat reached Leavenworth, the whole Company had determined to return. When the boat touched at the latter place, a large crowd assembled on shore, but being informed that the party had disbanded not land but to proceed to Weston, and return in the boat. They were satisfied, and made no further demonstrations, but sent and escort with the Company to Weston, where the emigrants made no attempt to land, having given up all idea of settling in Kansas. The committee appointed to escort the Company back, report that on the passage down the Star of the West met the steamer Sultana on her way up, with forty more members of the same company. The "Republican" learns reliably that this company is to be paid secretly by Chicago parties each for going to Kansas, a part of the money to be expended in arms and ammunition, and the remainder remitted after landing at their destination. Thirty days provisions were also provided. After leaving Alton, the company found that the contract would not be adhered to, and earned much dissatisfaction among them.

Lawrence, Kansas, June 28.

[To the Editor of the Missouri Democrat.]

THE PRISONERS IN CHAINS RELEASED.

On Saturday last, a company of the men, who are now in chains at Lecompton, where they have been confined for some time as prisoners, were captured by the dragoons. On their arrival at the fort, they were taken from them; chains put upon their ankles, and driven thirty miles and then left on with the irons upon them in front of the troops mounted on horses. They were marched along on foot all day, without time being allowed them to get dinner, and with no food. One of them described his sufferings as that very warm day as terrible. At other times they were treated very well. The dragoons were under command of Lieutenant Pierson, a pro-slavery man, who has no sympathy for Free-State men in his power. They were the chains on their hands for nearly four weeks, and when brought before Judge Cato they were discharged, as nothing could be found against them. Pierson, the party captured were, however, returned,—Jesse Partridge, John Brown and William. The two latter are members of the Kansas Legislature, the former was released on bail, and arrived here this morning. Four indictments were found against Brown, one for treason, kid-napping a slave, conspiracy, and horse-stealing; William, for high treason; Partridge for conspiracy; the others nothing against them; they having been imprisoned nearly a month for no crime. Mr. Brown came to Lawrence to assist in its defence a few days prior to the destruction of the hotel and printing presses and for doing that he is indicted for high treason by Judge Cato.

FRIGHTFUL RAILWAY DISASTER.

Breaking of the Galt Bridge—Twelve Men Destroyed—Three Men Buried in the Ruins.

It becomes our melancholy duty to record the most frightful railway accident which ever happened in this vicinity. On Monday afternoon last, about three o'clock, as the Gravel Train employed on the Galt Branch was passing over the bridge by the old saw mill in this town, the bridge gave way, precipitating twelve heavily loaded cars into the stream beneath, a distance of nearly twenty feet! When the locomotive (*Hero*) got about half way across the bridge, he engineer felt it giving way. With great presence of mind, he instantly put on steam and although the tender had partially fallen, succeeded in dragging it and one car to the other side. The coupling broke between the first and second cars, and before those on the engine could look around, the cars were plunging into the gulf beneath, burying three of the brakesmen among the crashing ruins. When we reached the spot, a considerable number of townsmen had already congregated, but the scene which met their eyes was so dreadful, that some little time elapsed, ere united exertions were put forth to clear away the wreck of cars, which covered the unfortunate sufferers. It was plainly to be seen however, that no hopes of the lives of any of the three men could be entertained, as even the whole of many of the cars were broken, the heavy wood work smashed into innumerable splinters and the whole mass so jammed together, that it seemed almost impossible to clear it away. A large crowd of people had by this time arrived, who immediately set to work, but it was nearly six o'clock before the shattered remains of the unfortunate men were extricated. Dr. Carrier was in attendance, by request of the officers of the Great Western Railway, but he had been extinct long previous to the recovery of the bodies.

NAMES OF THE KILLED—INCIDENTS.

The names of the killed are Thomas Lacy, Conrad Sexton and John Hartnell. There were three other brakesmen on the train, two of whom miraculously escaped with slight bruises, while the third had fortunately passed over the locomotive to procure his coat. The conductor, engineer, and fireman were also on the locomotive, and escaped. It is impossible to describe the position in which the deceased were found, but they presented a touching scene rendered awful by the cries of relatives, and one which we trust it may never be our lot to witness again. All of the killed could be seen long before the efforts of our townsmen could clear off the broken cars to get them out. Thomas Lacy, who was last extricated, was horribly mutilated, having a frightful gash above the left breast, one leg broken, three fingers off the right hand, and fearfully crushed and bruised. He was on the second car, and on seeing his danger, made a bold attempt to escape by jumping, but fell back into the crushing mass and met a most fearful fate. Sexton was found embedded in gravel, his legs being almost crushed off beneath the knees. John Hartnell, who was married only about five weeks ago, although first taken out, was farthest underneath, having been caught between the wood of some of the cars when within two feet of the water, which is at that poin about eighteen inches deep. He had evidently died from suffocation as a heavy portion of the car was tightly pressed against his breast, and he appeared to have suffered but little other injury. He alone was visible when the catastrophe happened, and for some little time after, showed signs of life. Dr Carrier, in his evidence before the jury, stated that the immediate cause of the deaths of all the deceased, had been suffocation. The two brakesmen are not seriously wounded, but they both narrowly escaped, one of them particularly so. On his car nearing the broken bridge, he made ready to jump, and caught one of the iron bars, and thus saved himself. The shock was so great, and man so terrified, that it was some hours ere he was perfectly sensible.—*Dumfries Reformer.*

BROCKVILLE & OTTAWA RAILWAY.

Minutes of Proceedings of the Railway Committee appointed on behalf of the Council of United Counties of Lanark and Renfrew assembled at the office of the Brockville & Ottawa Railway.

PRESENT,—Mr. Richard Shaw, Chairman, Messrs. J. T. Beckwith, Wm. Adam, A. McArthur, Wm. Doran, E. Matheson, John Scott, Jno. Paris, R. Smith.

1st Mr. Beckwith moved, seconded by A. McArthur, and

Resolved, That this Committee do to express their wish to proceed with the construction of the Brockville & Ottawa Railway, and in order to bring about an arrangement for commencing the construction thereof, that it is necessary that a mutual understanding as to manner of proceeding should be immediately agreed upon between the Committee for the town of Brockville and themselves, and also express their desire that the Township of Elizabethtown should if possible be compelled to carry out their part of the undertaking.

2nd Mr. Doran moved, seconded by Mr. McArthur,

That this Committee having full confidence in the integrity and ability of the members of the Board of Directors of the Brockville and Ottawa Railway appointed to represent the interests of the Municipality of Lanark & Renfrew, and desiring to accord to them every facility in their power in conjunction with the Mayor, to take such steps as to shall seem most advisable for the carrying on of the said works on the above Road towards completion in conformity with the provisions of the former Resolution. And the Railway Committee of Brockville are hereby authorized to name another in the place of any of the said gentlemen who do not desire to act.

4th. Moved by Mr. Fitzsimmons, seconded by Mr. Crawford,

That a copy of the foregoing Resolutions be forwarded to the President and Directors of the Brockville and Ottawa Railway Company.

I certify the foregoing Resolutions to be true copies.

[Signed,] GEO. S. MCCLEAR, Town Clerk.

Dated, the 2nd day of July, 1856.

Brockville, 1st July 1856.

Special Meeting of the Directors.

PRESENT,—Mr. Crawford, President, Messrs. R. Bell, Colton, Sherwood, Whitmarsh, Moffat, J. Bell, Shaw, Watson.

Letters from the following members of the Board, resigning to be Directors, were read which were accepted: D. B. Ogden, R. Bell, and Robert Watson.

1st moved by Mr. Shaw, seconded by Mr. Whitmarsh,

Resolved,—That John T. Beckwith, Esq., be appointed Director of the Brockville & Ottawa Railway Co., in room of D. B. O. Ford, resigned.

2nd. Moved by Hon. J. Morris, seconded by Mr. J. Bell,

Resolved,—That John Scott, Esq., be appointed Director of the B. & O. R. W. Co., in room of R. Bell, Esq., resigned.

3rd. Moved by Mr. Shaw, seconded by Mr. Beckwith.

Resolved,—That R. E. Matheson, be appointed Director of the B. & O. R. W. Co., in room of R. Watson, Esq., resigned.

Adjourned, to meet at 9 o'clock, on 2nd July.

Brockville, 2nd July.

Adjourned Meeting of the Board.

PRESENT,—Mr. Crawford, President, Messrs. Moffat, Morris, Sherwood, with, Matheson, Bell, Scott, Shaw.

1st. Moved by Mr. Sherwood seconded by Mr. Bell,

Resolved,—That Messrs. Crawford, Shaw, Colton, Scott and Beckwith be a Committee to consider and recommend to this board some plan for the immediate commencement and construction of the Railway.

Adjourned to meet on the 3rd July, at 9 o'clock, a. m.

Brockville 3rd July.

Adjourned Meeting of the Board.

PRESENT,—Messrs. Crawford, Shaw, Beckwith, Shaw, Moffatt, Scott, Colton.

The Report of the Committee presented yesterday to recommend to this Board some plan for the immediate commencement and construction of the Railway was read and adopted and is as follows:—

Brockville, 2nd July, 1856.

To the President and Directors of the Brockville and Ottawa Railway.

GENTLEMEN,—Your committee beg leave to report that the sum of £56,000 sterling should immediately be placed at the disposal of the B. and O. Railway Co., by the several municipalities, to wit:

Lanark and Renfrew	£32,000
Brockville	16,000
Elizabethtown	8,000
	£56,000

And in the event of the Township of Elizabethtown refusing to pay, that legal proceedings should be insituted to compel her to do so.

That a suitable person should be selected by the Board to proceed to England, vested with full power to negotiate the municipal bonds, to arrange for the payment of the interest on the same in England and to purchase iron of the best quality for forty miles of road, the balance arising from the sale of the bonds to be placed at the credit of the Company, so as to be early available to carry on the works of the Railway.

That a staff of Engineers be at once organized to prepare a profile of the whole line from Brockville to Arnprior, including the Perth branch, and to examine a new line of road between Brockville and Kitley, east of the present location.

That the whole work on the line may be put under contract in small sections as early as possible, and that it may be found desirable to receive tenders for larger quantities than a single section.

That with a view to economy the road should be graded for a single track, and that wooden bridges and station houses be substituted for iron and stone.

That your committee would recommend Samuel Keefer, Esq., as consulting Engineer, and George Dixon as Resident Engineer, provided satisfactory arrangements can be made with them for their services.

Your committee would also recommend a change in the mode of employing the Solicitor and Paid Director, to dispense for the present with the services of the latter, and to pay the former for such services as may be from time to time required.

All of which is respectfully submitted.

[Signed] R. P. COLTON, Chairman.

Your Committee would further recommend that immediate attention be given to adjust all legal claims due by the Company.

R. P. C.

The Report of the Committee appointed on the 24th June, to examine into the Law Suit pending between the Company and William C. Evans, Esq., was read and adopted, and is as follows:—

To the President and Directors of the Brockville and Ottawa Railway.

GENTLEMEN,—We, the undersigned Committee appointed by your Board to examine and report on the matter in dispute between your Board and William C. Evans, Esquire, and at present in suit, beg leave to report that they have given the subject their attention and find that the only matter of any importance appears to involve a legal point, and consequently your Committee are not qualified to give an opinion thereon, or to offer any suggestion not already in possession of your Board.

The whole respectfully submitted.

[Signed,] R. P. Colton. James Bell. Alex. Moffat.

Brockville, 2nd July, 1856.

1st. Moved by Mr. Shaw, seconded by Mr. Bell,

Resolved, That George Crawford, Esq. and Hon. J. Morris, be appointed, and they are hereby appointed to proceed to England on behalf of this Company to purchase iron for forty miles of the Road, to make arrangements for the sale of the Debentures, the payment of the Interest in London on the Debentures, as also to make arrangements for all the Railroad iron that will be required on the Road should they deem it advisable, it being understood that in making such arrangements, they will dispose of as many 2nd Class Bonds or Stock as possible.

2nd. Moved by Mr. Scott, seconded by Mr. Shaw,

Resolved,—That £40,000 of 2nd Class Bonds be placed in the hands of Messrs. Morris and Crawford for the purpose of being disposed of by them if possible, when making arrangements for the purchase of iron in England as also £10,000 of Stock of the Company, for same purpose.

3rd. Moved by Mr. Beckwith, seconded by Mr. Scott,

Resolved,—That the Secretary be instructed to prepare and transmit to the Town Council of the Town of Brockville, to the Clerk of the United Counties of Lanark and Renfrew, and also to the Township Clerk of the Township of Elizabethtown, copies of the Memorial to His Excellency, the Governor in Council, requesting that the said Memorial be signed and sealed and forwarded back again to the said Secretary, for transmission to his Excellency the Governor General in Council.

4th. Moved by Mr. Bell, seconded by Mr. Moffatt.

Resolved,—That Albert N. Richards, Esq., be appointed a Director in place of Mr. Dickson, who has left the country.

5th. Moved by Mr. Bell, seconded by Mr. Moffatt, and

Resolved,—That Messrs Morris and Richards be appointed members of the Executive Committee in place of Messrs. Watson and Ford, who have resigned.

6th. Moved by Mr. Richards, seconded by Mr. Bell, and

Resolved,—That none of the money to be received of the Municipalities be applied in or towards the payments of any of the present debts of the Company.

7th. Moved by Mr. Richards, seconded by Mr. Sherwood.

Resolved,—That the iron be purchased in the names of, and in behalf of the Municipalities of Brockville, and Lanark and Renfrew, and be insured in their name, and that the balance of the monies resulting from the sale of the Municipal Bonds, after payment of the Iron, be placed at the credit of the Municipalities or the Executive Committee, or returned to the Municipalities by them.

8th. Moved by Mr. Richards, seconded by Mr. Shaw,

Resolved,—That Mr. Sherwood be a member of the Executive Committee in the absence of Mr. Morris.

9th. Moved by Mr. Beckwith, seconded by Mr. Richards,

Resolved,—That this Board are willing to continue in office the present Secretary and Treasurer, Robert Hervey, Esq., at a Salary of Four Hundred Pounds, per annum.

10th. Moved by Mr. Beckwith, seconded by Mr. Shaw,

Resolved,—That the President and Secretary be authorized to raise on the credit of the Company from the Bank of Upper Canada, a sum of money sufficient to meet the engagement of the Company until the proceeds of the Debentures forwarded by the Municipalities to the English market can be obtained, and that the Warden of the United Counties of Lanark and Renfrew, and the Mayor of the Town of Brockville be requested to place the sum of, say for

Lanark and Renfrew	£1000
Brockville	500

In debentures as securing for the repayment of any monies thus raised.

11th. Moved by Mr. Richards, seconded by Mr. Beckwith,

Resolved,—That the Municipality of Elizabethtown be requested to make immediate application to the Provincial Government for their share of the Provincial Bonds, granted to them by the Government, under the municipal Loan Fund Act, to aid the B. & O. R. W. Co., and they are hereby notified that they will be held liable to make good to the said Company the Fifty Thousand Pounds agreed by them to be loaned to the said Company, and they, are hereby requested to advance to the said Company the sum of Eight Thousand Pounds, Sterling, to be sent to England with money to be sent by Brockville, and Lanark and Renfrew to purchase iron. And that a copy of this Resolution be served on the Municipality of the Township of Elizabethtown forthwith.

12th. Moved by Mr. Colton, seconded by Mr. Sherwood,

Resolved,—That Robert Watson be paid £100 on account out of the calls due.

THE RAILROAD.

We are glad to announce that arrangements have at last been concluded for the completion of the Brockville and Ottawa Railroad. For this happy state of matters, the public are more particularly indebted to the steady perseverence of the gentlemen composing the Committee from Lanark and Renfrew. Day after day, nay, week after week, they waited the action of the Brockville Committee, and yielded to every proposition made in order to get the arrangements brought to a close. The Brockville Committee having all their scruples removed, are now earnestly at work, and nothing, we trust, will step in to mar the unanimity which has been inaugurated. On Saturday evening, a meeting of the Town Council of Brockville was held, and the sum of £16,000 voted in Debentures for the purchase of Iron.

At a meeting of the Railroad Company, the following Directors were elected:

GEORGE CRAWFORD, *President*,
REUBEN P. COLTON, *Vice-President*,
GEORGE SHERWOOD,
ALBERT N. RICHARDS,
HON. JAMES MORRIS,
ELEAZER H. WHITMARSH,
JAMES BELL,
R. MITCHELSON,
RICHARD SHAW,
ALEXANDER MOFFATT,
JOHN SCOTT,
JOHN S. BECKWITH.

Mr. Harvey has been again appointed Secretary and Treasurer. The office of Paid Director being for the time held in abeyance, as also that of Solicitor. Notwithstanding all that has occurred, we question if the Company could get the services of a gentleman whose heart could be more earnestly in the work than that of Mr. Watson's, and we hope the Company will bear this in mind when they come to decide upon the subject of a Paid Director. When the Railroad was first mooted, Mr. Watson took an active part in the question, and has continued to do so ever since, and whatever unpopularity he earned, was in a great measure caused by the position assumed by the original Contractors. These remarks we consider due to Mr Watson, in the present state of affairs.

Arrangements have been made to delegate the Hon. James Morris, and George Crawford, Esq., on a mission to England for the purchase of Iron and the negociation of the Debentures. Contracts to complete the road will be advertised for forthwith, and the undertaking will be pushed on with the utmost despatch.

Respecting the road, we have a word or two to say to the inhabitants of Elizabethtown—and we trust it will be taken in good part, and seriously pondered. The Company are determined to keep the Township to its Contract with them for the issue of debentures. Advice has been taken on the subject—that advice is against Elizabethtown—she cannot back out unless with the sanction of the other parties concerned. Law expenses will be incurred to compel the township to perform her part. Unless the debentures are withdrawn, the Township will be compelled to raise the full amount of £50,000 by direct taxation. If the debentures are withdrawn, they can be disposed of to meet the demands of the Railroad Company, and in all likelihood the Government will assume the debt of all Municipalities which have borrowed from the loan fund. In that case the debentures would cost the township nothing, and the Railroad would be placed beyond the reach of doubt. If railroads were detrimental to public improvement, we could the more easily understand the late action of the Township, but when the most ignorant know that land in the vicinity of large towns is much more valuable than land miles distant from a dense population; our wonder is great that men can be found to advocate an anti-railroad policy.

In five years after the completion of the Railroad, we expect to see a population of at least 10,000 in Brockville. Year by year Brockville must go on increasing, and as it increases, the value of the land in the Township will increase also. This is a fact—an indisputable fact, and yet men can be found to stand in their own light by opposing the very means to increase their wealth. Let Elizabethtown do its duty—do not let it be said that she repudiated what was honestly guaranteed. We have no wish to see the township taxed heavily, If we thought there was the smallest likelihood of this, we would not write as we do; although all things considered, if even a slight tax was imposed, the good done to the Township by the Railroad, would far exceed the amount of taxation.—*Recorder.*

RESUSCITATION OF DROWNED PERSONS.

Dr. Marshal Hall, an eminent physician of London, gives instructions for the resuscitation of persons apparently drowned, at variance with the methods now in use. He says:—There is one great impediment to the restoration of the function of respiration, which is the falling back of the tongue across the top of the glottis, or entrance into the windpipe. In order to remove this, the patient is to be placed upon his face and breast, and the body is then to be turned slowly on to one side, and then returned slowly to its former position. The motion, whose effect is to cause a considerable amount of air in the lungs to be expelled and re-inspired, is to be kept up until breathing is restored, or all hopes of resuscitation from this source are abandoned.

Wheat harvesting has already commenced in some of the Southern States, and the crop promises well.

The Herald,

CARLETON-PLACE, JULY 17, 1856.

THE OTTAWA AND LAKE HURON RAILROAD.

This magnificent project continues to engage the attention not only of Journalists in Canada, but in the United States, and even in Great Britain. *Herapath's Journal*, a leading Railway paper in England, speaks of it as a "stupendous railway project."

By a few individuals in Western Canada, dissatisfaction has been expressed, at the grant of 4,000,000 acres of the public lands to aid in the construction of this road, and the opening up of the vast tract of country between the Ottawa and Lake Huron. We think it is very ungracious, we might say unfair, for persons residing in the West, or in the valley of the St. Lawrence, to complain because a small instalment of that justice which is due to the interior of the country, and the valley of the Ottawa, has at length been meted out to them.

By an official return before us, we find, that up till 1849 the St. Lawrence and Welland canals had been aided to the amount of nearly £3,000,000; the Chambly canal, Lake St. Peter, and the Burlington Bay canal, about 200,000; Light Houses and Harbors, on the St. Lawrence, £266,000; the Treat canal, £135,000; and Roads and Bridges, principally, in the valley of the St. Lawrence, about £800,000; while the whole expenditure on Ottawa Works, is set down at £81,000.

Since 1849, the expenditure in the two sections of country will bear about the same relative proportions to each other. The sums appropriated to the Ottawa canal, being but a small fraction indeed, of the four or five millions loaned to the Grand Trunk, and the hundreds of thousands of pounds expended for Piers below Quebec, and other improvements on the River St. Lawrence, the Canals and Lakes, from Quebec, to the western extremity of the Province.

But independent of the justice of the grant, we hold that it is based on sound principles of political economy. The block of unsurveyed land through which the road will pass, contains eleven or twelve millions of acres, and is now entirely unproductive and worthless; but if by giving away four millions of acres, the whole can be brought into the market, and made saleable, even at a very moderate price, the Province will be greatly the gainer, by the sale of her portion, to say nothing of the permanent and increasing revenue which would be derived from a population of from half a million to a million of people, who would soon settle on the lands.

This road will effectually open up a large section of the valley of the Ottawa, and give access to one of the finest timber regions in the world. The valley of the Ottawa contains an area of 80,000 square miles, or about 51,200,000 acres, and is capable at the very lowest estimate, of furnishing 500,000,000 of sawed pine lumber, annually, for more than a hundred years. It is also, a well ascertained fact, that the mineral riches of this tract of country will form a large item in its future resources. In an agricultural point of view, it will, we think, compare favorably with almost any part of Lower, and with many parts of Upper Canada.

BUFFALO CONVENTION SCHEME CARRYING OUT.—We see by the *Catholic Citizen* of Toronto, that Mr. M. P. Hayes—the newly appointed Land Agent of the government, has published an advertisement in that paper, announcing the terms on which he is prepared to dispose of the new territory on the Hastings road. We have not seen the announcement in any other print, and as there are many other papers in the Province with a larger circulation, the natural conclusion is that he published the advertisement in that paper alone, with the design of confining the knowledge of the fact, that the lands are open to settlement, to the class of people who read the *Citizen*. For the benefit of our readers generally, we copy the advertisement; but we must say—that it looks like a regular government dodge for the purpose of carrying out the objects proposed by the convention in Buffalo last winter. How long will the present unprincipled men be allowed to manage the affairs of the Province? We think it is high time that a unanimous voice from the country should *demand* the dissolution of the parliament.

The following is the advertisement which we copy from the *Catholic Citizen*. If we have not guessed the reason why it was published in that paper only, perhaps Mr. Shaw, or Mr. Supple, who supported the government so well through the last session, can explain the matter;—

"AGENCY FOR THE SETTLEMENT OF THE HASTINGS ROAD.

"The undersigned, Agent appointed by his Excellency the Governor General for the settlement of the Hastings road, lying to the north of the County of Hastings. Upper Canada, hereby gives notice to all persons willing and having the means of locating thereon, and his office will be after the 15th instant in the township of Madoc, and which will be open every day in the week, between the hours of nine and four o'clock.

"One hundred acres will be given to any settler eighteen years old, and a subject of Her Majesty who will present himself provided with a certificate of probity and sobriety signed by known and respectable persons, and having the means of providing for himself until the produce of his land is sufficient to maintain him. The bearer of that certificate shall mention to the agent (who shall keep a registry thereof) his name, age, condition, trade or profession; whether he is married, and if so the name and age of his wife; how many children he has, the name and age of each of them; where he is from, whether he is the owner of land elsewhere.

"The conditions of location are to take possession within a month, and to put in a state of cultivation at least twelve acres of the land in the course of four years—to build a house (at least 20 by 18 feet) and to reside on the lot until the conditions of settlement are duly performed, after which accomplishment only shall the settler have the right of obtaining a title of property. Families comprising several settlers entitled to lands, preferring to reside on a single lot, will be exempted from the obligation of building and of residing (except upon the lot on which they live) provided that the required clearing of the land be made on each lot. The non-accomplishment of these conditons will cause the immediate loss of the assigned lot of land, which will be sold or given to another.

"The roads having been opened by the Government the settlers are required to keep them in repair.

"The nearest lake port to the agency is Belleville.

"M. P. HAYES.
"Agent Hastings Road.
"Address, Madoc Post Office.
"July, 1856."

THE "MIRICKVILLE" MURDER.

The desire exhibited by the *Herald* to clear his own neighborhood of the disagreeable imputation which has hung over it for the last two or three weeks, in connection with the supposed appaling murder, is no doubt very laudable. We appland his effort; but imagine he might have more satisfactorily attained his object, had he omitted that portion of his article which we have italicised. His antipathy to the man Grey, on account of his faulty evidence, is the only reason he can have for endeavoring to fix the stigma on the village of Addison; and there being no one missing here or in this neighborhood, for miles around, he, with even less justice, ascribes the deed to Mirickville. The Rideau River, in which the mutilated body was found, is a public thoroughfare; and were a body discovered floating down the St. Lawrence, there would be as much reason to talk of a "Prescott" or "Ogdensburgh" murder, as our contemporaries have in blazoning forth this affair, as the "*Mirickville*" murder. Should the *Herald* and *Courier* imagine that Carleton-Place and Perth have been aspersed by the suspicions cast upon these two localities, we are certain the castigations they have administered to Mr. Gray, are quite sufficient for the restoration of their dignity. It is not on his shoulders, however, that the blame should by any means be thrown. He has acted in the affair, we doubt not exactly as our contemporaries would have done, had so many suspicious circumstances been thrown in their own way; and whatever wrong he may have perpetrated, we are certain it has been committed altogether unwillingly.

The above extract, we copy from the "Mirickville Chronicle", for the purpose of correcting the misrepresentations it contains. We have seldom seen a newspaper article of its length, containing so many glaring mis-statements. We hope the publisher of the "Chronicle" has not employed Mr. Gray on his editorial staff. It is certainly on a par with the statements made by that philanthropic individual.

The writer of the article to which we allude, commends the *Herald*, for endeavoring "to clear his own neighborhood from the disagreeable imputation which hung over it." We can assure our cotemporary that the false "imputation" which Mr. Gray and the witch, "hung" over this place, has vanished before the light of truth; and consequently ours was an easy task.

He next alludes to our "*antipathy to Mr. Gray.*" Here is a base insinuation. We have no antipathy to Mr. Gray. We pity him, in making himself the willing dupe of the old hag to which allusion was made in our last issue; and we consider it our duty as a journalist, to raise our voice against practices fraught with so much evil to community. It is a poor case, if in this age of the world, an innocent man can be dragged from his home and his family, and have to bear the anxiety consequent on the imputation of so foul a charge, and all this through the instigation of a "witch." And is it possible that the "Chronicle" has no voice to raise against such a course? On the contrary, he smiles approvingly on Mr. Gray's conduct and says:—"*It is not on his shoulders the "blame should by any means be thrown. "He has acted in the affair, we doubt not, "exactly as our contemporaries would have "done.*" We are sorry that the editor of the "Chronicle" has so bad an opinion of his contemporaries, and can only hope that a better acquaintance with them will inspire more confidence, and the acquisiton of a little more editorial courtesy on his part, will save us from being again made the subject of so foul a slander, as to be classed with the individual alluded to. We would not make so little of our calling, as to suppose, that there is an editor, nor even an intelligent reader, in Canada, who would have acted in the affair as Mr. G. has done.

He next alludes to the fact, of the matter being spoke of in some of the papers as the "*Mirickville*" Murder. Well, it is annoying to have an "imputation" of such a nature hanging over a place. But is there not a cause? We are acquainted with many very respectable men in the village of Mirickville, and neighborhood, and we think the authorities there deserve credit, for the cool, calm, manner in which they investigated the affair connected with Mr. Stewart's arrest. Indeed, we have the very highest opinion of our Mirickville friends; but we learn from the newspaper published in that village, that the inhabitants are *not all* decent men. Last week's issue of that paper informs us that about the 21st or 22nd of May last "*several "idle vagabonds beset a young woman of "respectable appearance, who landed in "Mirickville from one of the boats;*" and also gives currency to the idea, which "*many "people there entertain, that she is the mur-"dered person.*"

Anxious as the "Chronicle" appears to be to get up a dispute with the "Herald" and "Courier," perhaps he might be better employed in trying to discover which of the "idle vagabonds" above mentioned committed the "Mirickville Murder."

It cannot but appear, therefore, to common sense people, that we have some reason for throwing back the imputation upon either Addison or Mirickville—on the former, because some of the witnesses from that place, appeared anxious to fasten the guilt upon an innocent man, and one of them declared that he was himself suspected—and upon the latter, because it was there the mutilated corpse was found; from that place a woman has been missing; and in that village an unprotected female was disgracefully treated by "several idle vagabonds," and has not been since heard of, her carpet bag and parcel having been publicly advertised!

We hope that no exertions will be spared, in trying to unravel the mystery which still hangs round this affair. Let a search be made for the girl who is missing; and, in the meantime, proceedings should be taken, and a searching examination made into the conduct of those "idle vagabonds" whom the "Chronicle" describes.

We trust we have said enough to show that the "Chronicle" has no grounds of complaint against us, which are not purely imaginary. Let him, if he please, turn his attention to the clearing up of the mystery connected with that very strange affair, which has been so justly termed the "Mirickville Murder."

SUDDEN DEATH.

Death, under any circumstances, is solemn but when it comes without warning in the midst of vigor of life—at a time when it is least expected, it becomes doubly so. May all who read this short notice, be moved with fear to the setting of their house in order, for death to us may be just as sudden. Who can tell when it shall be, or how it shall be?

A young man in this neighborhood, in the the prime of life, but shortly married, and no doubt with bright prospects as regards the future, went out in the morning to chop with two of his neighbors, and in the course of the day, by the fall of a tree, was suddenly struck down, and in a short time expired, leaving a young wife and an aged father and mother, and friends, to mourn over him as a great loss. This is the third accident of the kind which has happened in this neighborhood, two of which ended fatally, at short notice, and the other still lingering, with little hopes of his ever being what he once was, healthy and strong; he also being but newly married. But why need I say more. Are not the public made acquainted every week with things of a like nature, and of things sometimes more calamitous, and yet a large majority read those things without a sigh. May the grace and mercy of God our Saviour move all hearts to to fear him, Amen.

W. T. J.
T. & P. M., Tatlock.

FATAL ACCIDENT.—On Tuesday, the 8th inst., as Mr. John Napier, son of Mr. Andrew Napier, of the sixth concession of Darling, was engaged in felling a tree, on which another which had partly fallen, was resting, it swung round unexpectedly, and struck him on the head, inflicting injuries of which he died within a few hours. Surgical assistance was sent for, but before it could be procured, he expired. The deceased was about 25 years of age, and only lately married.

Two or three weeks ago says the Niagara *Mail* "the Wheat crop in these parts promised to be one of the finest ever harvested: but we are sorry to say it is going to be one of the worst. The weevil as it is commonly called here; but which more properly is the "the wheat midge," has about destroyed the wheat in all this part of the country. The best and rankest fields apparently suffering the most. This fly makes its appearance about the time the ear begins to form, and piercing the husk, deposits its eggs upon the milk grain, these are presently hatched out, and a small yellow grubb begins to prey upon the tender seed. In some fields in this neighbourhood not an ear of wheat can be found on every grain of which, there are not more or less of these grubs.—We have seen as many as twenty on one grain, and the seed eaten through and through by them. Last year these insects made their appearance in this neighborhood but did not do much injury. This year they have spread over various parts of the Country. Our farmers devote their labours rather too exclusively to the cultivation of wheat. Should this pest prevail any length of time, they will have to turn their attention more to the raising of stock (much wanted) and the cultivation of other crops than wheat."

We are happy to find that the desire for an immediate dissolution of Parliament is not felt by Reformers alone, but that the Conservative oppositionists are as eager for it as the others. The *Spectator* and the *Colonist* join in urging the people to petition the Governor for a dissolution. We are happy to learn that the movement is spreading over the whole country; the under current of feeling against the present Parliament and its Ministerial managers is of tremendous strength, and every one is eager to see them brought to trial at the polls.

We learn, says a Chicago journal, from a gentleman who has just returned from a trip to Wisconsin that the late rains have produced a very great change for the better in the appearance of the crops throughout the southern and eastern portion of the State. The wheat was not too far advanced to be benefited, and many fields now promise a fair crop that before seemed withering away to nothing Grass especially shows the effect of the much needed moisture. Corn is backward, but is coming forward well since the rains.

The New York *Herald's* correspondent at Bridgton (Barbadoes), writing on the 22nd ult, says very fine rains continue to favor the island. The sugar crop was drawing to a close, and it would prove a very good one. The young cane looked exceedingly well. American produce would soon be in demand the arrivals having latterly been few, and the stock of native produce nearly consumed. Admiral Elliott, Governor of Trinidad, sailed on the 20th instant for England, *via* Antigua, and has been succeeded by Mr. Keating, the Lieutenant Governor. The Governorship of St. Lucia is now vested in Gov. Hincks, of Barbadoes.