ten years is quite as long as apprentices will live. Cuba will thus have no more blacks to be emancipated at the end of the proposed half century, than if none were imported. But emancipation is to come as the condition and compensation for fifty years of impunity in the slave trade. And this is the whole of the Africanization of Cuba, so called. Fifty years of slave trade under a tripartite convention for its sanction and protection, and that to be followed by unconditional emancipation throughout the whole island.

As to the latter branch of the scheme we know nothing. England or France may or may not have entered into a compact with Spain for the abolition of Slavery in Cuba at the end of fifty years. We are quite apprehensive that there is as little foundation for this supposition as for the former. If such a compact be in existence however, we presume that there will be at least two parties in the country on the question of going to war with the three powers to prevent its consummation. If the Union Slavers and Fugitive Law men may be set down in advance as in favor of such a war, we suppose it is fair to assume that the Free-Soilers will be opposed to it. How the great mass of the people will look upon such an unheard of piece of atrocity as the prospective abolition of Slavery in Cuba, we are unprepared to say. If they are not roused to arm and go to war to prevent it, it will not be *The Union's* fault.

But the absurdity of the whole scheme becomes very apparent, when we reflect that there is nobody except buccaneers, pirates, kidnappers, and some soulless sugar planters who would propose to open and legalize the slave trade; and that if the slave holders of Cuba would not hesitate to yield their assent to the apprentice system, they would be the last to agree to emancipation; and both parts of the plan must go together. The suggested bargain could, therefore, never be made with the planters, and the Spanish Government would not derive enough benefit from it to induce that power to carry out such an ignominious arrangement.

It is far more likely that Spain intends to keep the question of emancipation in her own hands, as a foil to the machinations of the filibusters. If the tone of *The Union* is a true index of the temper of the Administration, and we think it is, Spain will have to rely upon her own defenses against filibustering incursions. It would seem that the President and Cabinet intend to do just as little towards arresting the operations of the marauding gentlemen who have designs upon Cuba as is consistent with the appearance of decency in the observation of our neutral duties. And with Mr. Soule at Madrid to help open her eyes to the fact, it will be a matter of great surprise if Spain should fail to arrive at the same conclusion.—*Tribune.*

HINTS TO YOUNG FARMERS.

Consider your calling the most elevated and the most important; but never be above it, nor be afraid of the frock and apron.

Put off no business which ought and can be done to-day, till to-morrow.

Never hire a man to do a piece of work which you can do yourself.

Every day has its appropriate duties; attend to them in succession.

Keep no more stock than you can keep in order, and that of the best kind.

Never run into a debt, without a reasonable probability of being able to pay it at the time agreed.

Remember that economy and industry are the two great pillars of the farmer's prosperity.

Never carry your notes in your pocket-book as the desk or trunk is a more appropriate place, keep them on a file, and in order, ready to be found when wanted.

Never buy anything at an auction because the article is going cheap, unless you have a use for it.

Keep a place for your tools and your tools in their places.

Instead of spending a rainy day at the dram-shop, as many do to their ruin, repair whatever wants mending—post your books.

Should you be fond of the chase, or the sport with the hook, you may indulge occasionally, but never to the injury of your more important concerns.

By driving your business before you, and not permitting your business to drive you, you will have opportunities to indulge in innocent diversions.

Never trust your money into the hands of the man who will put it to hazard.

When interest or a debt becomes due, pay it at the time, whether your creditor wants it or not. Never ask him to wait till next week but pay it. Never insult him by saying, "You don't want it."—Punctuality is a key to every man's chest.

By constant temperance, habitual moderate exercise, and unaffected honesty, you will avoid the fees of the lawyer and the sheriff, gain a good report, and probably add to your present existence at least ten years of healthful, active life.

Should you think of building a house, be not in a hurry, but first have every material on the spot, and let your cellar be as large as your frame.

Keep a memorandum book—enter all received or given—all moneys received or paid out—all expenses—and all circumstances of importance.

☞ Subscribe for your County paper and pay for it regularly, and all shall go well with thee.

THE LAKE STEAMERS—WINTER ARRANGEMENTS.

The approach of winter is already making itself apparent in the partial stoppage of our means of communication with the rest of the world.

On the Kingston Line, the "Magnet" and the "Passport" are now the only boats running. The "Arabian" is laid up for the winter at Niagara, and the "Maple Leaf" has been hauled up at Kingston, to be shod with iron, previous to being placed on the Rochester route, during the winter in room of the "Princess Royal."

Of the Cape Vincent Line, the "Highlander" is the only boat running, the "Champion" being laid up at Kingston, and the "May Flower" at Toronto.

The "Princess Royal" will continue to make three trips a week to Rochester till the "Maple Leaf" takes its place.

The "City of Hamilton" will continue to run daily to Hamilton till it is replaced at a more advanced period of the season by the "Mazeppa," which at present sails to St. Catherines every alternate day.

On the Queenston route, the "Chief Justice Robinson" will be substituted for the "Peerless" on Monday.

The "Boston" will continue to run to Ogdensburg, so long as the weather permits.

All the freight boats to Montreal are still running, and some of them, it is expected, will make other two trips before being laid up. They will not be able, it is believed, to bring up all the freight that is waiting shipment at Montreal.—*Globe.*

CRYSTAL PALACE JURIES.

The organization of the Juries to award Medals to, and make honorable mention of the best contributions to the Crystal Palace, has begun. The work is confided to Messrs B. Silliman, Jun., B. P. Johnson, and Samuel Webber who have the entire control and management thereof, and are styled the Commissioners on Juries. There will be fifteen Juries, and the number on each Jury is intended to be regulated by the amount of labor, and the greater or less diversity of subjects assigned to each.—The choice of Jurors is made from the entire Union, and from foreign countries in proportions. No exhibitor can be on a jury, if competing for a prize to be awarded by it, nor can firms to which a Juror belongs receive awards. The decision of each jury will be final in its own groups of subjects or classes. No portion of a jury can award a prize though it may act in detail or by sub-committees. The presiding officer or chairman of each jury must be chosen by its own members; likewise the reporter. There will be two classes of medals—silver and bronze: beside an honorable mention. On this head, the precedents of the London exposition will be adopted.

The precedent is as follows; The London commissioners considered it expedient not to establish beforehand rules so precise as to fetter the discretion of the juries upon which the task was to devolve. They simply laid down general principles. For example, in the department of raw materials and produce, prizes were awarded in reference to the value and importance of the article, and the excellence of the sample; as regards prepared materials, importance, novelty, skill, and the ingenuity displayed were considered. In machinery, novelty, efficiency, economy, and social utility. In manufactures, increased usefulness, permanency of dyes, improved forms of arrangements, superior quality of skill of workmanship, new use of known materials, new combination of the same, beauty of design in form or color, or both, in reference to utility, and cheapness relatively, to excellence of production. In sculpture models, and the plastic arts, rewards were given in reference to beauty and originality, improvements in mode of production, application of art to manufactures, and in case of models, to the interest attaching to the subject which they represent. The higher medals were awarded equally to cheap and dear things, provided the former had the merit of utility or beauty.

The award of the American Crystal Palace will be accompanied by a document of attestation bearing the signatures of the president of the association, and the chairman of whatever jury. The silver medal will be given for originality of design, or invention or discovery, coupled with due skill of fabrication, and excellence of material. Jurors appointed will be immediately notified. They will meet for the transaction of business on the 9th of November, at ten o'clock in the morning, at the Crystal Palace. Those not resident in New York will have their travelling expenses paid, but not their expenses while here.

Such is the arrangement of the important exciting awards to take place in the face of America and Europe. We trust that all the jurors will approach their task with due conscientiousness, both as to their ability and impartiality of judgement.—*N. Y. Tribune.*

ARRIVAL OF THE ARABIA.

Decline in Breadstuffs.

Passage of the Danube by the Turks confirmed.--Engagements between the Russians and Turks with considerable slaughter.--The Russians driven back.

New York, Nov. 17, 1853.

The *Arabia* arrived at half-past nine o'clock this morning.

She brings three days later news.

In Breadstuffs the demand was more limited. Reliable information is scanty.

It is true that the Turks had crossed the Danube in strong force and occupied Kalafat. It was rumoured, but not authentically, that the Russians had attacked and defeated them.

In Circassia, however, and Doghistan, the mountaineers have defeated the Russians and captured some forts.

Paskevich had set out to take command of the Russian army in the Principalities.

It is stated that the Austrian Envoy had pressed on the Sultan to accept a new note, which the Czar approved of conditionally on its being accepted pure and simple by the Sultan. The efforts of diplomatic negotiators are directed to pressing the joint assent of the Czar and Sultan to that note. Its fenor has not transpired.

There was a talk of opening a Turkish loan with the U. S.

The allied fleets were collecting in the Sea of Marmora: having been dispersed by a storm.

A naturalized American citizen, named Paperi, had been kept in custody by the Austrian officials, on no charge except liberalism of opinions. The United States Consul had done what he could and was met mostly by put offs. He was eventually released, but he was required to sign a Declaration that he would never again revisit Italy; he refused and is still kept in surveillance. It appears to be a case for the prompt interference of the government of the United States.

GLASGOW, Nov. 4.

The ship *Victoria*, which left here today for New York, took fire on the river and burnt to the water's edge.

BY SUBMARINE TELEGRAPH.

Fighting is going on briskly in Wallachia—2000 Turks had appeared at Gourgey and fired upon the town. This brought on an engagement with the Russian force dispatched to the assistance of the place, and considerable slaughter ensued. Another encounter took place between 4000 Turks and a like number of Russian cavaliers between Kalafat and Rophin, when the Russians were forced to fall back.

LIVERPOOL MARKETS.

Breadstuffs.—Demand more limited; wheat declined 3d to 4d. per 70 lbs; flour, 1s to 1s 6d, per bbl; Indian corn unchanged; United States white wheat, 10s 6d to 10s 8d; red little offered, 10s 4d; Western Canal flour, 36s to 36s 6d. Philadelphia, Baltimore, and Ohio, 37s to 37s 6d; Indian Corn, 46s for white and yellow. Provisions heavy and little doing in beef or pork; bacon sells freely; lard quiet, 50.

THE SANDWICH ISLANDS.

Washington, Nov. 15, 1853.

There is no doubt that the President has an eye upon the Sandwich Islands, and you may anticipate some strong recommendations in his annual message, upon the subject. What is the commerce of China and Japan without the Sandwich Islands?

FLOGGING IN THE NAVY.

Providence, Nov. 15, 1853.

The United States Circuit Court met in this city to-day. Judge Curtis dehvered a charge to the Grand Jury, in which he dwelt particularly upon the law of Congress forbidding flogging in the navy, and in vessels of commerce. He said that the flogging which is prohibited by this act is only the flogging that had been practiced in the navy—that is, with the cat. The law does not prohibit any other mode of correcting seamen.

VESSEL ON FIRE.

Georgetown, S. C., Nov. 13, 1853.

The schooner S. J. Mayo (or Moye) from Apalachicola for New York, loaded with cotton, took fire in the hold (no date) and was run ashore near this place.

Montreal, Nov. 17.

Snowing hard.

FEARFUL CASE OF MUTINY.

The details were yesterday received at Lloyds of a most dreadful tragedy, which took place on board the barque, Countess of Winton of Liverpool, while on her homeward voyage from Shanghae. On the 19th May, when the ship was near the Indian coast, the Captain, Mr. James Crangle, ordered all hands on deck. The chief mate, William M'Filen, did not seem inclined to perform his duty, and the master sent two men to look after him. He was found in the store room under the cabin, and the Captain despatched the second mate to bring him up for disobeying orders. M'Fillen was met approaching the cabin, and the unfortunate master ordered the seamen away in order that he might have some conversation with him privately. A cutlass was lying on the table in the cabin at the time. Angry words were heard between them. Shortly after the second mate heard a noise and some heavy groans; he looked through the skylight, but could not observe anything.—However he entertained a suspicion that something serious had happened. He called the crew, and armed with a log of wood, went down to the cabin, where to his horror he saw the lifeless body of the captain stretched upon the floor, and M'Fillen thrusting at him with a cutlass. The carpenter by a dexterous movement, drove the armed murderer to one side—He made an effort to escape by running up the rigging, the second mate, however, pursued him and managed to hold him until he was secured and chained down in his cabin.

M'Fillen subsequently leaped over board and was drowned. The deceased master is said to have often been in liquor, and while in that condition, treated M'Fillen in a most severe manner. The second mate took command of the ship and brought her safely into port. She was freighted with a valuable cargo.

STATISTICS OF WRECKS.—The following is the awful summary for 1-52:—The wreck of British and foreign vessels on the coasts and seas of the United Kingdom were 681. Of these 227 were total wrecks; sunk by leaks or collision, 84; stranded and damaged so as to require the discharge of cargo, 304; abandoned, 16; total wrecks, 581, total lives lost, 784. In the year 1851, the wrecks on our coast were 701. Of these, 753 were total wrecks, or sunk and abandoned, and 318 stranded or damaged so as to require the discharge of cargo. The number of lives lost—as far as could be ascertained—was 750. The most disastrous portion was the month of September, and the heavy storm on the 25th and 26th of that month, 117 vessels were stranded, while, during the month, the whole number amounted to 153, or more than five a day; thus affording additional proof of the necessity of making the utmost efforts to avert so much calamity. But the past year, 1852, has far exceeded in respect to shipwrecks, the two former periods in amount and fatality, no less than 1100 vessels having been wrecked on the shores of the British Isles, and the number of lives lost, as far as could be ascertained, being 900. The greatest havoc took place about the latter end of [illegible] ber. In this interval no less than 600 ships sought refuge in the Humber. Many more, however, could reach no shelter; and thus, in the course of a few days, the unprecedented number of 300 vessels were lost or damaged, with the fearful loss of 217 lives. The greater part of this terrible work of destruction took place on the east coast of England, off Flamborough Head.

AN IMPORTANT ACT.

It ought to be generally known that an Act was passed in the last Session of Parliament, to provide for the safety of her Majesty's subjects, and others, on the highways of Upper Canada, and to regulate the travelling therein, and we think that all of our readers ought to be made acquainted with its provisions.

All persons travelling on the highways of Upper Canada in any kind of a vehicle, or on horseback, shall when meeting turn to the right hand, and give each other the half of the road.

Whenever there is an extraordinary load by which the driver shall find it impracticable to turn to the right, as required, by reason of ruts, or other obstructions, he shall on meeting any vehicle stop, and if required assist the person or persons so met to pass without damage.

Every person when overtaken by another travelling at greater speed, shall quietly turn out to the right giving one half the road to the person so overtaking him; or if unable to turn out as aforesaid, the person so overtaken shall stop and allow the other to pass, giving assistance if necessary.

In any case of drunkenness in a driver or rider, causing incapacity, he shall on due proof be liable to the penalties of the Act.

Every one riding or driving must carefully pass people on foot.

All racing, or furious driving is unlawful.

No carriage, horse, or other animal is to be forced over any bridge, above the length of thirty feet, any faster than a walk.

Every animal must be properly secured, when left standing on any highway.

In the winter season not less than three bells shall be attached to each horse, should there be more than one, and if a single horse six bells must be used.

For any violation of any of the preceding sections, an epitome of which is given, the offender shall incur a fine of twenty shillings, or not more than five pounds currency. Otherwise, in failure of payment of the fine, to be confined in jail not exceeding one month.

IMPROVEMENT OF LONDON—The Home Government, prompted by Louis Napoleon's example, have determined to make great improvements in London, with a view to beautify the city, and afford new places of recreation to the inhabitants. The *Times* has been foreshadowing the changes but as yet nothing has been public. It is the intention of Government to form wide streets on both banks of the Thames, from Battersea Park to London Bridge, and to remove the old houses which disfigure the river fronts. This will be a magnificent improvement, and will greatly adorn London. The entire distance is to be railed with iron on the water side, and to be planted with trees, thus forming two splendid *Boulevards* which will surpass those of Paris. The Channel of the river is to be deepened, and new sewers are to be constructed to convey the drainage of the city off at a point some miles down the Thames, and thus keep its waters comparatively pure. The new streets will be by the course of the river, nearly five miles long. This is a commencement of system of improvements in the city which will make it equal to any capital in Europe in point of beauty. It is intended to rear down the houses around St. Pauls, and open that imprisoned building to the Public view.

LOT'S WIFE.—A French savant, M. deSaulcy, gives the following interpretation of the sacred narrative of Lot's Wife:—"The Djebbel-el-Melehh, or Djebel Sdoum, presents a compact mass of rock salt, the hight of which varies, but never exceeds 100 yards At the summit, the salt is covered over by a stratum of clay of a dirty white hue.—The whole of the hill side presents numerous fissures hollowed by the winter torrents, and the constant crumbling of the soil. At many points appear vast pyramidal columns of salt, one of which has no doubt been taken by Captain Lynch for the famous pillar into which Lot's wife was transformed. All the disconnected masses, and those which still adhere to the mountain, have their surfaces deeply furrowed and indented by the rains. And lastly, wherever the rock leans over, its lower part is hung with stalactites of salt. Is it possible to explain the death of Lot's wife? I am inclined to believe so, and this would be my solution: At the moment when the huge mountain was heaved up volcanically, there must have been throughout its whole extent tremendous falls of detached masses, similar to those we have observed at every step. Lot's wife having loitered behind, either through fright or curiosity, was most likely crushed by one of these descending fragments, and when Lot and his children turned round to look toward the place where she had stopped, they saw nothing but the salt rock which covered her body. The catastrophe may be explained in many ways; but having visited the spot, I hold to the opinion I have now advanced, without seeking however, to impose it on others."

GREAT COLLISION—MIRACULOUS ESCAPE.

About 6 o'clock, on Wednesday evening, the express train from Buffalo came in collision with a tree which had been blown on the track, ¾ of a mile east of Springfield, a station 25 miles west of Erie. The severe gale had torn up a hemlock, two feet in diameter, and cast it angularly across the track. The tree struck the rail about twenty feet from its roots. The evening was dark and stormy, and the accident occurred in the woods, which rendered objects less distinct. The train had been delayed an hour and a half at Erie, waiting for the arrival of the Buffalo train. When the collision occured, the train was moving at the velocity of forty miles an hour.

The crash was awful. The tree was [illegible] by a thunderbolt. The locomotive was smashed to pieces and destroyed. It turned over and over, three times. The boiler was broken—the steam and scalding water escaping, thus adding to the alarm and danger. The tender and the two baggage cars were hurled upon the fragments of the locomotive, and smashed into a common wreck.

The first three passenger cars, filled with passengers, were dashed upon the ruins of the baggage cars and engine. They were badly broken, and turned bottom up. The last three cars of the train were not thrown off the track, nor badly disabled.

The horror and confusion of the scene were indescribable. There were over 400 passengers in the train. The shock hurled them from their seats and piled them up in terrible confusion. The collision occurred before the engineer had time to whistle down the brakes; let off steam, reverse the motion, or even jump for his own safety. He was pitched out head foremost into a ditch. The fireman followed and the baggage master came after them, all of whom received severe flesh bruises, but strange to say, escaped instant death, and managed to crawl from under the broken cars and fragments of baggage. But more miraculous still, none of the passengers were killed, nor even received broken bones. Many received slight injuries, and all were of course more or less shocked or frightened.

The train made three or four bounds and advances, after striking the tree, before it came to a halt, each of which added confusion worse confounded to the general crash, and panic of the passengers.

The screams, yells, and shouts that filled the ear after the accident, were horrible.—The men behaved with less coolness and presence of mind, in many cases, than the women.

Immediately after the occurrence, the conductor and a brakeman started for Springfield to stop the express train from going east, which would be due in a few minutes, and would make no stop at that point. They barely succeeded in reaching the station and holding on a red light, before the train came thundering along.—Another moment's delay, and a more terrible collision would have ensued. This train left its passengers at Springfield and took on those of the wrecked train and proceeded back to this city yesterday morning. *Cleveland Forest City.*

BREAKING UP OF A RAFT IN THE GEORGIAN BAY WITH NINTEEN MEN ON IT.—Last Monday night, Mr. Coatsworth of this city and 18 of his men had a narrow and almost miraculous escape from destruction by breaking up of a raft on which they were floating, on the Georgian Bay. The raft, which consisted between 5,000 to 6,000 feet of timber, was to have started from the mouth of the Notawasaga bay early in the morning of Monday but the wind was too boisterous to admit of the raft being floated off till about two o'clock, when with the men upon it, the temporary structure was committed to the angry elements. They hoped to reach Collinwood harbour before dark: the distance being about twelve miles. But night stole upon them before they had reached their destination; snow began to fall, and an increased wind added the commotion of the waters. Without compass or lights, and not knowing which way they were driven, the perils of their situation may be imagined. Some of the men were sent ashore to make lights which should serve as a guide for them to steer by. But, amid the storm and agitation of the waters, they soon lost sight of their special beacon fire. They were now hopelessly tossed about by the storm till three o'clock in the morning, when the raft went to pieces! The largest portion that remained was about 30 feet square; and upon this the 19 remaining men succeeded in placing themselves. They had but two boats and these very small. Upon this fragment of the raft they remained till day light when it became manifest that it could hold together no longer. The danger of being swamped in a heavy sea may be imagined. However, fortunately, they succeeded in overcoming the perils of their situation, and reached shore about nine o'clock in the morning, some ten miles west of Collinwood harbour.—*Leader.*

Louis Napoleon is at Compeigne with his wife who is said to be enciente. The Paris correspondent of the Chronicle gossips thus It has been remarked since the Emperor has been at Compeigne, that his majesty, when driving out with the Empress, when at the theatre, and on other public occasions, places her on his right hand, in place of on the left, where she generally sits. According to one of the ancient usages of the French monarchy, it was only when the Queen was enciente that she was placed on the right hand of the sovereign. The custom was restored by the present Emperor a few months ago, when the Empress Eugenie was in an interesting situation; and it is consequently concluded that her majesty is once more in a position to hold out to Louis Napoleon an expectation of an heir to his throne. It is also remarked that the Empress, contrary to her ordinary habit, goes to chase in a carriage and not on horseback.

It turns out that the illness of the Pope is caused by his increased and increasing corpulence. He has been advised to take violent excercise in the open air, which advice he followeth not. His physicians have since insisted that he shall play at least one hour daily at billiards. His holiness has fallen into this plan, and plays every evening, from five to six, his antagonist being Monsignor Stella. Truly, it must be a curious sight to behold the Head of the Church (on earth) and successor of St. Peter, with a cue in his hand, intently employed in pocketing the red, or making a carombole off the cushions.—*Cor. Sunday Times.*

The Postmaster General has caused a notification to be made to publishers of newspapers and perodicals; that they will in future, be allowed to enclose in their publications accounts for balance due, without rendering such publications liable to an increased charge for postage.

DEMAND FOR VESSELS.—A telegraphic communication to a house at Quebec states, as from a commercial house at Liverpool, that ships are in great demand. Those registered for six years sell easily at £10 5s. the ton register. Wood for shipbuilding has also advanced 2d. a foot.

BREACH OF PROMISE.—A young man, an American by birth, brought an action at the Hamilton Assizes, last week, against a Mrs. Glover, for breach of promise of marriage. A number of disgusting letters were produced, which showed the prosecutor in anything but an amiable light, and the Jury dealt with him accordingly. The verdict was given for the female, and a sound drubbing was certainly due, if it was was not given, to his Yankeeship. Anything more thoroughly mean has seldom been exhibited on this side of the Lake.—*Examiner.*

DISASTROUS FIRE.—Grist Mill Destroyed, 15,000 Bushels of Wheat burned. At an early hour on Thursday morning, the large Grist Mill, belonging to Mr. Silverthorn, situate on the second line west of Centre-road, Chinguacousy, was burnt to the ground, with all its valuable machinery, and a large quantity of wheat. The mill was one of the finest in this part of Canada, and its destruction will be a great loss to the surrounding country. One or two of our Brampton merchants, had considerable wheat in the mill, something over 3,000 bushels we believe. The total loss, as far as at present known, is $27,000.—The building was insured.—*Mercury.*

A New Wheel Barrow has been invented. Do not laugh, for it is a good invention. It is very wonderful it has not been thought of before. The wheel is placed under the centre, so that none of the of the load rests upon the hands. A man can wheel twice the usual weight.

☞ JAMES ELLIOTT has consented to act as Agent for the *Signal* in the County of Bruce.

HURON SIGNAL.

THURSDAY, NOVEMBER 24, 1853

GODERICH HARBOR.

"WRECKS ON LAKE HURON.—A correspondent of the Guelph *Herald* writing from Southampton, (Saugeen,) under date of 29th October, says:—"We have had a couple of wrecks on Lake Huron this week; one a large vessel, the *Philo Shoffield*, owned in and bound to Buffalo, with a cargo of wheat, flour, and fish; her complement of wheat was 18,000 bushels, flour 300 barrels, and fish 200 barrels; she went ashore at the Fishing Islands, and is a total wreck. The other wreck occurred at Goderich; the vessel was owned at Kincardine, was on her way up the lakes with merchandize, &c., for Kincardine, and endeavored to make Goderich harbor during a north-west gale, but as it is a very difficult harbor to make at all times, she was dashed against the north pier, and lies there a total wreck."

The above, which has been extensively copied by the Provincial Journals, has evidently been put into circulation for the purpose of damaging Goderich harbor in public estimation, and probably with the view of raising the character of those of other places. We have no objection that our friends at Southampton or the advocates of the ports and places on the Georgian Bay should take every *honorable* and fair means of bringing their respective ports into notice, but we decidedly object to allow the petty jealousies of those parties, by such a contemptible distortion of facts, to stigmatise our harbor with impunity. Indeed the gross culpability of such conduct is too apparent and is deserving of the serverest censure, although we are sorry to say that this is not the only instance in which a mere shadow of a pretext has been used to gain credence for slanders so dangerous.

We have had, and still have, just occasions to complain of the disreputable decay which has been allowed to prey upon its wharves and piers, but we never doubted the many superior advantages of Goderich harbor, and we never yet heard any competent judge of such matters, who was at all acquainted with our harbor, but who spoke highly favorably of its present, and with unbounded confidence of its prospective capabilities:

Its approach and entrance are by no means difficult, now, to those who have the least knowledge of it; there being a good bold shore on both sides, free from rocks or shoals for miles, and ten feet of water in the entrance channel; this channel is near the north pier, nearer the south pier the water is more shallow on account of the formation of a bar. This it is acknowledged on all hands, can be easily removed by carrying the piers further out into the lake as originally intended, and experienced sailors state with confidence that Goderich Harbor might then safely challenge lakes Huron and Erie for its superior.

With reference to the account of the last above mentioned wreck which is charged against our harbor, there is scarcely a vestige of truth in the whole statement. Our readers will remember we alluded to this wreck a few weeks ago; it was that of the Anne of Kincardine, Capt. Morrison. The real *facts* of the case, as declared by Capt. Morrison in his protest, were that his vessel had become "*water-logged*" before he got near the harbor, and was perfectly "*unmanageable*" when he attempted to enter it and would not in consequence answer her helm. Thus our harbor is charged with a wreck, which, in reality, took place out in the lake, and it was only a wreck, in a sinking state, with which the Capt. sought to enter it. Nor is it strange, under these circumstances, that she should have drifted past the harbour mouth. It is stated in the above, that the wind was blowing a north-west gale at the time. This, also, is directly at variance with the truth, as the wind was from the southward, and the vessel, had she been manageable, could have entered the harbour with the greatest ease. So much, then, for the malicious slander.

Upon the completion of our Railroad, the western traffic will soon prove the capabilities of our harbor to be fully equal, if not superior, to those of any other on Lake Huron, and its slanderers will then lack employment. We are happy to state, in connection with this subject, that the "British Queen," Capt. Mitchell, from Kingston, entered our Harbour in fine style yesterday morning, laden with rails for our Railroad. She is a Brigantine of 255 tons register.

GREAT LAND SALE.—It will be seen that the Agent of the Hon. Malcolm Cameron advertises for sale, by auction, a large number of valuable lots in the Town of Bayfield. The sale takes place on the 15th December, and those who are desirous of making really good investments, will do well to be there, as they will not often meet with so favorable an opportunity.

☞ The Rev. James Skinner will preach in the United Presbyterian Church, East street, on Sabbath the 27th inst., at the usual hours.

QUARTER SESSIONS.

As we stated in our last, the Quarter Sessions and County Court for the United Counties were opened at Goderich, on Tuesday, the 17th inst.

The business of the County Court terminated on Wednesday night, but the Quarter Sessions, owing to a rather heavier amount of business than usual, did not close until Friday evening In the Court there were five undefended cases and two issues, viz:—

McMillan *vs.* McCowan; verdict for Defendant, 5s. 3d.

Thornhill *vs.* Walker; Verdict for Plaintiff, £20.

In the Quarter Sessions, the following were tried:

The Queen *vs.* McMenemy, Felony, Burning a Boat; verdict, not guilty.

The Queen *vs.* McMenemy, Felony, Destroying Property; verdict, not guilty.

The Queen *vs.* C. Crabb, Larceny; verdict, guilty, six month's imprisonment. In this case Mr. Strachan, the counsel for the prisoner, moved for an arrest of judgment.

Stanbury *vs.* Crabb, Misdemeanor, Assault; not guilty.

Stanbury *vs.* Johnson, Misdemeanor, Assault; not guilty.

Judge Acland did not sit on the bench after the second day, and the remaining duties were very ably discharged by the magistrates, J. Longworth, J. Watson, R. Gibbons and B. Parsons, Esquires; J. Longworth, Esq., in the chair.

BIRDS OF A FEATHER.

We observed in the London *Prototype* some weeks ago an address to the Electors of Huron, Perth and Bruce, from John Mahon of McGillivray. We did not consider it *then* nor do we consider it *now* our duty to notice every wild rant that intrudes itself upon our notice, but curiosity has led us to ask if this John Mahon is not he who presided as chairman at Mr. Cayley's meetings previous to last election—Who voted for him at said election, and after the election was over sent a modest letter to a member of the Government, requesting that Daniel Shoff, Esq., should be removed, without Judge or jury, from the commission of the peace; also from his office of Post Master, and that one John Mahon (not the writer we presume) and several other influential friends of his, should be appointed Justices of the Peace! Had this request been complied with, we could never have been favored with his adress.

We would advise thee fried Mahon to buy thee a Brazen Trumpet, and in Company with Crazy Orr, and Gorge Brown M.P.P., go through the country blowing thyself into notice.

THE NEW JUDGE.

We learn that his Excellency the Administrater of the Government, has been pleased to appoint John Scott of Osgoode Hall, Esq., Barrister-at-Law, Judge of the County Court of the United Counties of Huron and Bruce, in the place of Arthur Acland Esq., resigned.

Mr. Scott was formerly Member of Parliament for By-town, and one of the ablest and most successful members of the Canadian Bar.

We have no doubt this appointment will give great pleasure to all parties and we are glad that the Government has at length acted satisfactorily in this matter. Judge Scott is expected here daily.

FALL FISHERY.—Our fishermen have closed their labors for the season, & the vessels engaged have returned into harbor. The quantity of Fish, brought into Goderich this fall, is between 2000 and 2500 barrels, chiefly herrings.

FEARFUL EXPLOSION.—We regret to learn that on Wednesday evening the 2nd inst., about 9 o'clock, a room of the mills in Mr. Kelley's extensive powder work at Cummingsville, exploded. The cause of this serious occurrence is unknown, and the fact of the proverbial caution, uniformly observed in the establishment has given rise to some surmising: but he must be a very Guy Fawkes indeed who would deliberately set fire to a powder work! The quantity of powder which has exploded is estimated, we learn, at about *two tons*, and a very considerable amount of property has been destroyed. The loss to Mr. Kelly will be serious. It is somewhat remarkable that, though the shock was felt at a distance of ten or twelve miles, and though nearly all the glass within two miles of the place was shattered, the magazine, containing about five thousand kegs of finished powder, and situated little over a hundred yards from the building, escaped without damage.—*Canadian.*

ACCIDENT.—On Saturday last, as a number of the citizens of Upper Bytown were engaged in doing honor to the 5th of of November, by discharging a cannon, the gun unfortunately burst and flew in pieces, sending the fragments of itself and the carriage into the air on all sides. A splinter from some part of the carriage struck a young man named James Raitt, and fractured one of his legs, below the knee; beyond this another serious injury occurred. We do not think it safe to discharge a piece of Ordnance manufactured in Bytown.—We are not aware of any person here who understands the proper mode of making such things, nor any one who knows the correct mode of testing their capabilities for service.—*Orange Lilly.*