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The Carleton Place Herald,

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JAMES POOLE,

EDITOR AND PROPRIETOR

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THE FUGITIVE ANDERSON. HIS EARLY LIFE AND ESCAPE FROM SLAVERY.

John Anderson was born in the year 1831, in Howard county, State of Missouri. His mother was the slave of one Burton, a carpenter, who lived on a small farm near Fayette. His father, who was almost white, served as a steward on board a steamer, which sailed on the Missouri, but made his escape to South America while Anderson was yet young. His mother remained with Burton till Anderson was seven years old, when she and her master had a quarrel. Young Anderson was "raised" by Mrs. Burton, of whom he speaks highly. He was brought up on the farm, and in process of time gained such a knowledge of farming that he undertook its management. Tobacco, wheat, and corn are the principal crops in that part of Missouri, and a sufficient quantity of stock is kept by every farmer.

Anderson acquired great proficiency in running, jumping, and other athletic amusements, usually practised by the slaves in the evening, which afterwards proved of great service to him. The slaves are allowed a week's holidays at Christmas, which, from Anderson's account, they seem to spend pleasantly. During the holiday season, they frequently met in the evenings to sing and dance. Anderson, however, never delighted in dancing, not thinking it a proper amusement. Many of the slaves grew tobacco, &c., on their own account, and in this way some acquired sufficient means to purchase their freedom.

Anderson is a Free Will Baptist by profession, and was a regular attendant on the services of that denomination. He never heard any ministers denouncing slavery. Any who would do so would not be allowed to preach. When about twenty years of age, he was married by a Free Will Baptist minister to a slave, the property of one Brown, who resided two miles from Burton's. After Mrs. Burton's death Burton and Anderson had a dispute, which ended in his being sold to one McDonald, who lived in Glasgow, thirty miles from Fayette. Being thus separated from his wife, Anderson was much discontented, and from this time he watched for an opportunity to make his escape to Canada, of which he had frequently thought before. McDonald, who was a harder task-master than Burton, to prevent Anderson from going to see his wife, selected one for him from among his own slaves, but Anderson would not become a party to so dishonourable an arrangement. For his wife he always entertained great affection.

In September, 1853, when he had been about two months with McDonald, he made his escape. McDonald was at the church, investigating a case of a slave having been whipped to death, when Anderson rode off on one of his master's mules to a branch of the Missouri, at a point where there was a ferry. The ferryman being under orders to prevent all slaves who had no passes from crossing, asked Anderson for his pass. Anderson replied that he did not require one, but the ferryman would not allow him to go over. Riding back with the mule into the woods, he remained there till it was evening when he returned to the river. He was on the point of seizing a boat that was lying on the bank, when some one appearing, he was compelled to retreat into the woods, where he lay till within two hours of daybreak. He then ventured once more to the bank, and found a skiff without oars, lying by the river. He supplied himself with a piece of bark, and using this as a paddle, he got across the stream. He had now for the first time been in a boat. He then repaired to the house of his father in-law, who was a freeman and a barber by trade, and from him he obtained some refreshment. His father-in-law being told that he was on his way to Canada, offered Anderson a pistol, which he refused. He next visited his wife and child, and affectionately bidding them farewell he went on his way, determined to obtain his freedom, which from his youth up he seems to have considered his inherent birthright. He had formed the resolve to sacrifice his liberty only with his life.

It was about noon on the second day after his leaving McDonald, that a man named Digges met him and asked him for his pass. When Anderson said he had no pass, Digges with his slaves chased him, and in the conflict that ensued Digges was wounded and Anderson escaped uninjured. About a week after his adventure with Digges, Anderson found shelter for the night in a barn, where he met a colored boy, from whom he purchased some provisions. This boy told him that his sister had been sold by his master about a week before. At this Anderson's generous heart was moved, and by way of retaliation he determined to run away with one of the horses. But while he was endeavoring to carry out his purpose the farmer mounted his horse and pursued Anderson, who escaped to a field where the man could not reach him. Anderson, however, was fired at, but sustained no damage. He usually travelled by night, and got what rest he could by day. He suffered much from want of food, sometimes not tasting any for several days, and often he had to content himself with corn, hazel nuts, pawpaws or raw potatoes. A dollar and a half was all the money he had when he started on his perilous journey, and of this he never spent any except when compelled to do so by extreme hunger.

One day while resting himself by the way side a man on horseback rode up and attempted to capture him, but Anderson fled to a neighboring field and found protection among the stacks of corn. In the evening he came back to the public road and observed a fire in the woods not far distant.—Imagining that some people were engaged husking corn he went to the spot, and discovered that the man who had attempted to catch him during the day was lying in wait. Seeing at once that this was one of the numerous expedients resorted to by slave pursuers, he took to flight, and afterwards carefully avoided falling into any such traps.

Impelled by necessity to resort to any expedient to satify the cravings of hunger, he one day entered a farm-house by the kitchen door, and finding some salt that was at hand he put it in his pocket and walked out, meeting none of the inmates. He next came to a farm yard, where he captured three chickens and then repaired to the woods that were close by. Lighting a fire he cooked two of them, but had scarcely finished the second when he heard some footsteps, and naturally thinking that the owner of the chickens was in pursuit of him he made his way out of the woods with the other chicken in his hand as soon as possible. This chicken served him for two days. Near Mississippi village he met a colored man and gave him ten cents to buy some crackers for him. This man, in whom Anderson placed little confidence, after some delay brought him the crackers, which he greedily devoured. He crossed the Mississippi by night, using for that purpose a boat which he found near the river, and keeping clear of the ferry for fear of detection. It was now Saturday night, and about two weeks since he had left McDonald, and he had reached the free State of Illinois, but from the attempts made to capture him in this State, he was convinced that he was almost in as much danger there as he had been in Missouri.

On Sunday night he went into the house of a white man, an Englishman, who gave him a good supper and a bed. He was prevented from sleeping for some time, having his suspicions excited by a gun which he saw in the room, thinking it might be used for overcoming such subjects as himself. As yet he reposed no confidence in any man, and distrusted equally all he saw. Weariness at last overcame his terror and on waking in the morning he found himself much refreshed. His entertainer lent him a razor by which he was enabled to indulge in the luxury of a shave. Having got breakfast and after the good-hearted Englishman had prevailed on him to take some bread and apples in his pocket, John again set out with renewed strength and spirits. He soon met some men on horseback who asked him for his pass, but he pretended to be free. The men, disbelieving him, pursued, but Anderson was too expert for them and made his escape to a hill, the women calling out as he passed. In the evening he found himself by a small river, where he saw a canoe sunk. Seeing a dog some distance before him he retreated into the woods, and struck another river. He there observed a boat crossing, but being afraid his liberty might be endangered if he attempted to pass that way, he went back again into the bush. Having by this time consumed what the Englishman had given him, and having a keen appetite he made an attempt to capture some chickens, but was unsuccessful. He came upon a white man's house, into which he entered and pretended he had lost his way. Here he got his breakfast, and bought a loaf of bread from the housewife for ten cents. The farmer promised to direct him, but when they were but a few yards from the house, Anderson perceiving the man was leading him back and seeing his sons some distance before him took to flight. After two days he struck a branch of the Illinois river which he crossed, and after proceeding some distance he came to a railway track with the use of which he was acquainted. He next came to Bloomington where he obtained some provisions. He availed himself of the railway track for a short distance north of Bloomington. Confused and bewildered he met a man who promised him a ride if he would help him with his cow.—Anderson consented to do so and rode with him to a certain village when he was requested to leave. After leaving the village Anderson again encountered him and accompanied him, notwithstanding his attempt to shun him. At this man's house he got his supper and a bed, and started early next morning before breakfast. Through some villages which he passed every-one looked on him as a curiosity on account of his travel stained condition—the children running to the doors to stare at him. In one farm house which he entered he had purchased a loaf of bread, when a man came in at whom Anderson took fright and ran out, the housewife after him calling that he had better pay her the ten cents, which he did while standing by a fence after he had collected himself. Overtaking some teams that were on the road to Rock Island, he got on one of them and reached that city by daylight. Here he hired himself to a barber, though he was quite uninstructed in the art of shaving. Remaining in that city two days, he went to Chicago, the Abolition Society paying his fare. It is pleasing to note the existence, so near the seat of slavery, of such a society, always ready to assist the oppressed in asserting their freedom. In Chicago he lived with a barber, but remained there only three weeks, when he left for Windsor, being advised by his master to do so. During his stay in Windsor, where he got employment as a labourer, he wrote twice to his wife, but he suspects the letters were opened. A reply was received stating that his wife was in Detroit, and asking him to go over for her. This letter was probably penned by some slave catcher. Anderson submitted the matter to a friend who told him not to comply with the request, or there was likely some evil lurking under it. It was about the beginning of November, 1853, when he reached Windsor, about six weeks after he had made his escape from his master in Missouri. He worked as a plastcrer at Hamilton and Caledonia, and at the time of his arrest by Mathews, was engaged making maple sugar. After being discharged he went to Simcoe, where he was again arrested and brought before Mathews, who thought that now he "had the evidence against him nicely fixed up." Anderson says, "he never knew that there was so much law in the world as he has found in Canada."

He can read very little but cannot write. When about sixteen years of age he got a spelling-book, the only book he ever had while in slavery, but did not make use of it. He is a man of great muscular strength, and of a determined but kind disposition.

The Brantford *Expositor* says that Anderson, the negro, is infinitely delighted to be licenized, and conveyed backwards and forwards between Simcoe, Brantford, and Toronto at the public expense. He is very anxious to go to England, at the public expense.

The "oldest inhabitant" in Victoria is Mr James McDaniels, a return soldier, who has attained the extraordinary age of *one hundred and three years*, and is now no more decrepid than many a man a quarter of a century younger.

Burglars are abroad in London the less.—The house of Mr John Scanlan was entered a few nights since. The servant girl was frightened—nothing more.

AGRICULTURE.

SWEENEY IN HORSES.—The sweeney is a shrinking of the muscles of the shoulder, usually caused by a sudden strain in drawing, or by alighting hard upon the fore feet after a jump. We had no considerable personal experience with this difficulty in horses. If taken fresh, it is best to bleed the horse in the leg from the vein on the inside of the arm called the plate vein, which will allay the inflammation; but for an old case this is nearly useless. Also physic the horse, and apply fomentations upon the shoulder-blade and the inside of the arm. In all cases, take off the shoes, and give the animal rest in a pasture, or on a dirt bottom in a large stall. If the case is not too long standing, it is well to rub the shoulder with penetrating oils, like oil of spike. Our practice was to rub with a corn-cob, and hemp crash cloth. When once seated, be careful of over-driving and cooling off, as you would for a case of foundering. A long rest in the pasture is the best remedy we ever tried.—*Ohio Cultivator.*

To cure heaves in horses, it is recommended to give a strong decoction of smartweed, mixed with bran, or put in cut-feed. A few doses are said to be an effectual cure. Dry hay or other food of this character should be withheld during the operation. Will our readers, having horses thus afflicted, treat them in this way, and give us an account of the results?

An experienced raiser of Morgan horses and other fine stock, writes: I have been much troubled with worms in my stock. No horse will thrive or improve full of worms. In some cases, not the worst ones, I use four quarts of oats or shorts, a full handful of the best hard-wood ashes, made of wood; but to make a sure thing of it in a hard case, give a table-spoonful of antimony every other day, mixed in bran or shorts, for ten days. Such treatment has, as yet, cured all cases I ever had of the kind.

Mr. Small, a veterinary surgeon of considerable experience and successful practice in Ulster, Ireland, states that in the present scarcity of straw he uses sand for horses' beds in his repository; and further observes that sand is superior to straw, inasmuch as the formerarticle does not retain heat, and also preserves horses' hoofs.

Having seen a number of remedies for taking a film from horses and cattle's eyes, I'll give the method that I have practiced for years, without failing in a single instance. Take a piece of fresh butter, the size of a common walnut, and put it in the opposite ear—that is, if left eye, put in right ear; if the butter is hard, hold the ear with your hand for a short time, until it melts and runs into the head; in most cases one application is all that is necessary. If you have not got the butter, hog's lard will answer.—*Correspondent Country Gentleman.*

WARMING THE HORSE-BITS.—The Ohio *Cultivator* says when a horse's bits are full of frost, *they should be warmed thoroughtly before placing them in the mouth.* Not to do so is very cruel. Touch your tongue, or even a wet finger, to a very cold piece of iron, and you can appreciate the importance of this hint. It may be a little trouble to do it, but it should be done. The frost may be taken out conveniently by placing the bits in water.

COLIC IN HORSES.—to one pint of whiskey add three tablespoonful of gunpowder. Shake it ten minutes, and then give it to the horse. If, in one hour, he is not relieved, repeat the dose.

WINTERING HORSES.—A Connecticut farmer winters his horses on cut hay and carrots. In the morning each horse receives six or eight quarts of carrots, with half a bushel of cut hay; at night he has the same quantity of hay mixed with provender, consisting of oats and corn in the ear ground together. This keeps them in fine health and good working order.

HORSES' FEET REQUIRE MOISTURE.—Ninetenths of the diseases which happen to the hoofs and ankles of the horse are occasioned by standing on the dry plank floors of the stable. Many persons seem to think, from the way they keep their horses, that the foot of the horse was never made for moisture, and that if possible, it would be beneficial if they had cowhide boots to put on every time they went out. Nature designed the foot for moist ground—the earth of the woods and valleys; at the same time that a covering was given to protect it from the stones or stumps.—*Ohio Farmer.*

SPAVIN.—The best remedy for spavin, taken at the first symptoms, is *rest.* Turn the animal out to grass, if in Summer, or give him a stable with a soft floor, or a warm yard, if in Winter. A cooling lotion may abate any inflammation, and may be made by mixing alcohol, vinegar and common salt, and applying it by means of a broad flat sponge, occasionally dipped into the liquid, and drawn round by a broad strip of tape sewed to it. Prevention is always better than cure; and be sure never to breed from diseased animals, and be careful never to strain the limbs of a young animal, by hard work.

BREAK COLTS TO THE SADDLE FIRST. In connection with the matter of breaking colts, Herbert says again: "Greater docility, better subjection to the hand, and generally, better style and action will be attainable if the colt be thoroughtly trained to the saddle before being put to *work* in harness; usually, however, in this country, it is a very difficult to find a proper person to train a colt in this way; but the same sort of bitting should be resorted to as for the preliminary training of the saddle-horse."

HEMLOCK FOR GRAIN-BINS.—H. Poor, of Brooklyn, L. I., say in the *New-England Farmer*, that Grain-bins built of hemlock are positive proof against the depredation of rats and mice, as they will not gnaw it.

BARN ITCH.—This disorder is a troublesome and unsightly difficulty, and one which is very liable to run through a herd of cattle to the serious detriment of the appearence of the appearance of the stock. The remedy is a very simple one, and, as we are informed by Paoli Lathrop, Esq., of Hadley Falls, Mass., a very efficacious one. Take a cup and rub the affected part until the surface is smooth, and then apply grease as an emolient. The same remedy is always efficient for the scratches in horses, unless the disease proceeds from some general disorder in the system of the animal, in which case other and more efficient means must be used.

Impure saltpetre, as imported from India is said to contain about 70 per cent. of nitre, and this crude substance can be procured at the large manufactories where it is purified. As a manure, applied at the rate of 100 pounds per acre, as top-dressing early in Spring, or harrowed in, it has occasionally given very satisfactory results—but like all special manures, is sometimes highly useful and at others of no value. Warm and light sandy soils are said to have been most benefited.

CURIOUS FACT OF CHEESE MAKING.—In the celebrated Goshen dairies, it is found, according to a writer in the *Ohio Farmer* that the greater the amount of curd that can be obtained from a given amount of milk, the better will be the curd or the quality of the cheese made from it. And this difference in curd made, is enough to astonish those who have no actual acquaintance with the matter. It is said sometimes to equal a third of the whole amount.

LINSEED MEAL FOR CALVES.—The *Irish Farmer's gazette* Gives the following directions for feeding oil cake to calves: Linseed oil is highly nutritious, and a useful auxiliary in feeding calves. Each calf may get from one half to one pound per day, according to size and age. The best way to prepare it is—steep one quarter of a pound for each feed in cold water, for twelve hours, then either dilute it with warm water, till of the temperature of new milk, making a gruel equal in bulk to the quantity of milk usually given, or boil it for twenty minutes, and let it stand till luke warm; in the beginning but a small quantity should be given, mixed with the milk, and by degrees increase it and decrease the milk, till at the end of a month or six weeks, the calf may be fed alone on the linseed, and may be allowed some grass, hay, and finely cut roots.

SALT FOR STOCK.—Experience proves that when cattle or horses are fed on dry corn and hay, they will consume from two to three ounces of salt per day, if permitted free access to it; and feed on new hay or grass the desire for salt is much increased, and the consumption to from six to seven ounces a day. Little things are what keeps the ball rolling. Give the cattle the salt.

TO RELIEVE CHOCKED CATTLE, &c.—Take a small quantity of powder, enough to load an old-fashioned musket, do it up in some soft paper like a cartridge, rise the animal's head, draw its tongue, put down the cartridge as low as you can, so that the creature will attempt to swallow. After a few minutes let it move about, and soon the creature will be relieved and no damage done to it in any way.

INFLAMMATION IN COWS TEATS.—For inflammation in a cow's teats or bags, an application of lamp oil, it is said, will make them soft and well in twenty-four hours.

A correspondent of the *Genesee Farmer* says: "I have discovered a method of ridding calves of lice- Give them flaxseed. I am wintering eight calves; they become very lousy, and I feed them half a pint at a time for two days, and the oil from it drove the lice all off.

TO KEEP BUTTER SWEET A YEAR.—Take care that the butter is made in the best manner, and the buttermilk entirely worked out of it. Lay it in a white oak firkin. Make a strong brine of salt and water, and put it into another and larger firkin, and set the one containing the butter into the one in which the brine is. Let the brine come up very near to the top of the butter firkin. Lay on the top of the butter a white bag with fine salt in it, cover it close, and then put on the cover of the outside firkin.

COMPARATIVE VALUE OF OATS AND ROOTS.—The *Irish Farmer's Gazette*, says that four and two-thirds pounds of oats, is estimated by analysis to contain a little over one pound of flesh, muscle, and fat-forming principals; equal that it will take of carrots nearly nine pounds; of Aberdeen turnips, near twenty pounds; and Swedes near seventeen pounds, omitting minute fractions the quantity of oats being too small to go closer.

ST. VALENTINE'S DAY.—Valentine, according to the legend, was beheaded at Rome under the Emperor Claudius. Brand, in Encyclopædia, says that he cannot find in the life of the Saint any circumstances likely to have given origin to the peculiar ceremonies of the day. It appears to have been a very old notion, however, (for it is alluded to by Chaucer, as well as by Shakespeare in the "Two Gentlemen of Verona,') that on this day birds begin to couple. And the custom of "choosing Valentines" is of great antiquity in England as well as in France, where, however, it has long been disused. Lydgate mentions it—1479; Grose explains Valentine to mean "the first woman seen by a man, or man by a woman" on the day. Herrick also mentions the notion and the custom—

"Oft have I heard both youths and virgins say,
Birds choose their mates, and couple too this day."

The Gananoque *Reporter* announces the clandestine departure of Mr. Middleton of that village. It says:

Ten days ago, Mr. William Middleton, of the firm of Middleton & Haig, builders, general contractors, and proprietors of the saw and shingle mills, left the village, ostensibly for Kingston, but actually, as subsequent developments have proved, for the States, leaving his partnor with no effects of any note, and liabilities to a large amount. This case, as far as we can learn, admits of the worst construction in regard to the intentions of the absconding party; we are informed that the very day he left Gananoque, he made several purchases at the different shops among others a suit of cloths from Mr. J. D. Anderson, which proves conclusively that his clandestine departure was premediated and that he had determined to take with him just as much as he could without exciting the suspicion of his creditors. The debts due by the firm range from $50 to $800, and there are no assets but what are covered by mortgage or executions.

The Cherokees have seized Fort Gibson, in Arkansas. A very hot-bed to grow rebels in, are those Southern states! White rebels ever in bodily fear of the Black rebels who are, nevertheless, much more legal and peaceable than themselves; and now we hear of certain Red rebels who have made up their minds to join in the *meles.* They have commenced most naturally, in the same way as the White rebels, by seizing a Fort. We only hope these Cherokees may continue to copy their White brethren, and prefer a war of words to one of deeds, decamping at sight of the enemy.

A private letter dated London, Jan. 24, says of the crop prospects:

"The changes against a good harvest this year are ten to one. We have had one of the worst seed times ever known. But half the usual autumn wheat is sown, and much of the seed bad for the want of sunshine."

ANNUAL STATEMENT OF THE WHALE FISHERY FOR 1860.—We lay before our readers the Seventeenth Annual Statement of the result of the whale fishery for 1860. The year commenced with no flattering prospects, nor has its success exceeded the moderate anticipations which were entertained. The whole number of vessels employed in the American whale fishery on the first of January, 1861, is five hundred and fourteen, against five hundred and sixty-nine on the first of January, 1860, showing a diminution of fifty-five vessels, and an aggregate of 18,803 tons.

The imports of sperm oil amount to 73,708 bbls; of whale oil 140,005 bbls., and of whalebone 1,337,650 lbs.

Six ships have been fitted from New York the last year for Davis's Straits—three from New Bedford and three from Fairhaven, whose success remains to be proved.

Of the Northern fleet only two ships have been lost—the *George & Mary*, of New London, wrecked in Ochotsk Sea, June 7, and the *Pawling*, of New York, lost in a gale of wind off Lahaina, Nov. 15.

We cannot now estimate the imports of oil for the current year; but, while we think sperm oil will come fully up to that of the past year, whale must fall short.

The number of vessels employed in the right whaling business will be considerably diminished this year. Many of the largest will be drawn and put into the freighting business, while others, which need heavy repairs, will be sold and broken up.

The imports of 1859 were, sperm oil 91,400 bbls; whale oil 190,421 bbls., and of whalebone 1,923,850 lbs., showing a falling off the past year have been, for sperm oil 1,41½ cents; whale oil 49½ cents per gallon, whalebone—Northern 80 1-5th cents, and South Sea 73¾ cents per lb.

The exports of oil and bone for the year have been as follows:—Sperm oil 32,792 bbls; whale oil 13,097 bbls., and of whalebone 911,226 lbs.; showing a falling off in the export of sperm from 1859, 19,415 bbls, and in whalebone 796,703 lbs, and an excess in whale oil of 4,828 bbls.

The news from the Northern whaling fleet the last season is very discouraging. During the season of 1860 about 140 American ships cruised North, including Kodiak, Arctic and Ochotsk Seas. From the information received it does not appear that their average catch will reach 600 bbls—the lowest average since the whaling business was pursued in these seas: according to the number of ships.

The above statements are copied from the *Whaleman's Shipping List.*

The efforts for there lease of the boy Mortage are being prosecuted with vigor. A meeting was held in London lately at the Lord Mayor's house, at which the following resolution was passed:—*Resolved*, That we, Christians and Jews of England, France, Italy and America, having heard the views entertained by the Universal Israelite Alliance concerning new efforts to be made for the restoration of the child Edgar Mortara to his parents, take this the earliest opportunity of putting upon record our united conviction that the cause is one which, at the right time, and in the use of the right means, it is our duty to resume.

It is said that there is less hostile feeling than in former times between the Church of England and Dissenters. The London Christian Observer says, "The relations of the Church of England and Dissenters are undergoing a great though silent and unnoticed change. On the side of the Church there is not the same dread of Dissent; on the side of Dissenters, there is not the same hostility to the Church of England. We believe that no talent or popularity in any dissenting leader could now unite the vigorous and intelligent body of the young Noncomformists, who are beginning to occupy their foremost ranks, in any formidable assault upon the Liturgy, or the constitution of the Established Church. All this has passed away, and will probably never be revived."

BRUTAL MURDER.—The Niagara City Herald states that a brutal murder was committed at St. David's, Canada West, on the night of the 6th instant. It says:—"We have not the full particulars, but are informed that a tavern keeper of that place got into an altercation with a man who was in the bar room drinking. The man struck the landlord on the head with a heavy stick, from the effects of which he died in a few hours. The murderer escaped to Lewistown, where, we are happy to state, he was arrested the next morning. The name of the murdered man was Farnell."

Last Monday, Martin Harris, of Glenelg, had his skull broken by a blow from a piece of the cylinder of his threshing machine, which bursted. It appears there was some delay in procuring sheaves, the machine being thus left without "feed," the horses commenced to travel at a rapid rate, bursting the cylinder into atoms, the pieces flying in all directions. One piece took off a man's hat without injuring him in the least; while a similar piece cut another man's belt, pants, and under clothing through, passing across his body without doing any material injury. The sufferer is progressing as favorably as can be expected.

A correspondent of the St. Catharines *Journal* says that many rebellious take place among the slaves that are never heard of by the public. The Southern press are very particular on this point—no wishing to alarm their own people, or convey to the world correct ideas of what is going on. One thing I will say, however, that during the last few weeks of my stay in the South, nearly every day Charleston was astonished by reported uprisings of the slaves, and wholesale massacres of the whites by the infuriated negroes. Sometimes these reports turned out mere rumors; but, in more instances, they only proved too true.

A train on the Port Stanley railway ran over five horses a short distance from Port Stanley, on Friday last and killed them all. It is supposed that the animals had leaped the cattle guard, and got into the track, down which they ran in advance of the approaching train.

A man of the name of John Hall was found dead about a week since in a house, of which he was the only occupant, in the Township of Anson. He was supposed to be dead five or six days previous to discovery.

A man named Clydesdale, a blacksmith, residing in the 10th concession of Dummer, committed suicide on Monday morning last. It appears he was addicted to extensive liquor drinking, and had been on a "spell" of debauch.

MR. CHAPMAN ON THE GRAND TRUNK

To the Editor of the Commercial Advertiser,

Liverpool, Jan. 22, 1861.

SIR,—As my name has appeared rather prominently in the columns of the Provincial press in connection with Grand Trunk affairs, and insinuations thrown out that I had private interests to serve at Quebec, will you again allow me space in the *Advertiser* to state that, beyond the interest I hold in Grand Trunk stock I have no other, and never had any other local interests in Canada.

I have been as anxious as any one in Canada to do all in my power, from my former knowledge of, and feeling towards the country, to see its mighty internal resources developed, having always taken a lively interest in the welfare of the Province and the people.

I have not nor would I at any time advocate the special interest of one city against another, but have constantly pointed out the necessity of efficient terminal accommodation at all places where traffic existed or could be developed.

You may, therefore, guess my surprise on landing at Quebec, to find the very wharfage rendered unworkable by a pontoon being substituted for solid wharfage—when goods, instead of being loaded direct on the cars, have to be carted at great expense of labour, and where the passengers have to walk a hundred yards or more in drenching rain before reaching the hovel of the station. This all might have been endured, but proceeding along the line I found the continuous sharp curves represented the letter S, causing the working always to be attended with danger, owing to the speed required to prevent the train sticking fast, and the wear and tear fearful, as unless something gives something must go, either the rail must be twisted out of guage, or the wheels and axles. But for these palpable and ruinous disadvantages the site for a passenger terminus is as good as need be, as far as crossing over to Quebec is concerned; but the configuration of Hadlow Cove and of the cliffs at the station render it impossible ever to make it workable as a goods station, which requires ample room for marshalling trains in what is termed fan sidings.

Any person, therefore, practically acquainted with railway requirements would at once see that the site must have been selected and planned by an engineer grossly ignorant, or one who had lent himself to a palpable job on the part of one or more worthless. I look upon it as quite as bad as the Kingston extension.

For my part, I desire that everything connected with the extension from Hadlow Cove to Tibbitt's should be made known by the Government Commissioner, and the amount of money expended.

I hope that some independent member of the Legislature, also, will move for a copy of the memorial I addressed to the Governor General, and it will be seen that I deprecated any further Government aid being granted until the management was entirely reconstructed on a purely commercial footing.—I have, however, for years past pointed out the ruinous low rates paid for carrying the mails, and this I contend is a fair point to consider; but I would couple it with a condition that the maximum fares for first class passengers should not exceed two cents per mile, the same as the New York Central, and for goods in quantities of not less than ten tons a maximum of two cents per ton per mile on weight, and one cent per mile one measurement goods. This would, in my opinion, be returning a substantial advantage to the people of the Province, as it would bring travel within the reach of the means of the millions, while three cents per mile is beyond their reach of either long or short distances. In England the Queen pays five cents per mile for special trains.

Messrs. Abbott and Freer have so successfully developed the traffic on the much abused Riviere du Loup section, why not make these intelligent gentlemen generally managers, and Mr Shanley engineer-in-chief?

I maintain that you have better men in Canada than any that can be found on our English railways. All your importations have been failures; men who don't even known their duties as common carriers. It is an old saying, that no man was ever written down except by his own pen; and this is remarkably applicable to the effusions of Mr Blackwell in his Grand Trunk reports, and those, also, of the officials.

Possibly I may be obnoxious to the same remark in attempting to predict the benefits to be derived from the Grand Trunk Railway, if managed as a commercial carrying company, and not used, as hitherto, as a political machine of corruption, for I have no hesitation in declaring my private and public opinion that this has been the case, and that Mr Ross has been the Nana Sahib of this massacre of British capital to gratify his political ambition, for without this feyer of patronage he possesses no mind or capacity to fit him for a statesman, and now commands no respect in England as a railway administrator. The political mantle of Mr Baldwin has not certainly fallen on his shoulders, if I correctly gathered public opinion in Canada; but, apart from all political controversy, permit me, respectfully, to point out to the intelligent people of Canada that, because of past gross mismanagement, it would be an act not only of folly but a sin to kill the goose that has laid the golden eggs. My recollection of Canada dates some thirty-seven years back. I remember Montreal as a very poor town in comparison to what I found it in 1860, now a magnificent city, but still in its fancy. What gave the great impulse to building and manufactures but the benefit derived from the expenditure on the Grand Trunk and the Victoria Bridge? True, the Province has contributed £3,111,500 stg., the interest of which does not amount to 1s 6d per head of the entire population. But even this contribution has not gone to the Grand Trunk solely, part was diverted to Municipal Roads. Has the public debt on the Canals and other public works been of equal value to the Province? I remember, also, being at Riviere de Loup, in 1824 with the late Sir Henry Caldwell, where there were not scarcely twenty cottages. I found it in 1860 a thriving watering place, with hotels and boarding houses. As for Cacouna, it was as little known as the Red River settlement. So with Rimouski. Ask the Quebec pilots the advantages the railway affords them? It took us three days in the month of November to reach Quebec, and now this is accomplished in five hours, affording the *habitants* the opportunity of reaching the market and thus giving them a stimulus to improve the cultivation of the soil, and the immense grazing capabilities of that fine and comparatively speaking densely populated part of the Province, for barring the cities of Quebec, Montreal, Toronto and Hamilton, I will venture to assert that the population is greater on the same area than any other part of Canada; but I heard it described in Western Canada as a wilderness, just as the eastern townships are similarly described. Now if no other benefit were conferred, it would, in my opinion, be a great one, that by means of a vast arterial Railway all these prejudices, arising from ignorance, would be dispelled, and mutual trade and intercourse be promoted with the east and the west. Members of the Legislature should at any rate make it a point to be better posted up in the geography of the country, for really I found few that knew much beyond their own locality.

I now come to more tender points, and these are the miserable jealousies between Montreal and Quebec. I contend that the interests of both are intimately blended; Montreal must always remain the chief depot of Canadian Commerce and the centre of the money market. The Timber trade will always remain at Quebec, but the natural advantages of the latter port have only to be developed in connection with the railway to make it the transit port of Canada. It is to Montreal and the west, or should be, what Liverpool is to Manchester, Birmingham, and the inland manufacturing towns, now that the Railway and the Victoria Bridge affords a continuous route all the year through. Mr Trautwine has truly stated that Montreal harbour has been engineered to death, and so has Lake St. Peter; the interest of the expenditure being a heavy tax on commerce at Montreal, added to the towage, pilotage, and wharfage of ships, and when there I was surprised to find no sheds or bonded warehouses for the protection of goods ex shipping, and in this respect it is no better off than New York, Boston, or Quebec. The question, there, is how are charges on commerce to be cheapened, and the revenue protected? I say either Government or Joint Stock Companies building warehouses at Montreal connecting with the Railway and Lachine Canal, and doing the same at South Quebec and Toronto—rely on it if this be not set about soon, the Eastern Railway from Boston lay down a third rail to Portland to connect with the Grand Trunk, so as to have an uninterrupted run from East to West, as goods to be carried chiefly cannot bear the cost and delay of transhipment. To my mind it is clear that the object of Government should be not to attempt to force trade out of its natural channels, but to promote the general commerce of the country, especially with the United States during the closed months of navigation; the commerce of Boston is established, that of Portland has to be developed. Now it is quite clear that if the Railway connections I have alluded to be carried out, Montreal, Quebec, and Toronto will be cheaper served than by any other Railway or Water route.

In Canada as formerly in England the idea prevails that rails can't carry against water, this fallacy has long been dispelled, it only requires terminal accommodation with shipping, and open harbours all the year round.

Again I shall be very much mistaken if the works projected by the new Harbour Commission at Quebec will not tend to silt up the old city wharves above as wherever tidal water is held in suspension a deposit will take place, especially at Quebec where so many thousands of tons of ballast are allowed to be thrown into the river; formerly there was a deep channel between Orleans and Montmorenci, this has filled up. Time will show whether Quebec harbour will not be engineered to death like Montreal. As a place of commerce except for the timber trade and local supplies, it is now on the wrong side of the river for securing the general import and export transit with Europe, being *Cul-de-sac* for six months of the year.

I remain, Sir,
Your obedient servant,
HENRY A. CHAPMAN.

Washington, Feb. 13.

The reading of all the electoral votes took place in the House to-day, whereupon the Vice President rising, said: "Abraham Lincoln, of Illinois, having received a majority of the whole number of electoral votes is duly elected President of the United States for 4 years, commencing 4th of March, 1861; and that H. Hamelin, of Maine, having received a majority of the whole number of electoral votes is duly elected Vice-President of the U. States for the same period.

A strong police force was stationed in various parts of the Capitol this morning on the House side and some parts of the building usually opened to visitors were closed. At an early hour the reporters galleries of the Hall of Representatives and passages leading thereto were densely crowded in anticipation of the counting of the votes for President and Vice-President. Lord Lyons, Chevalier Hasselman and other foreign ministers were among the distinguished spectators, and no former occasion was there a more animated and exciting scene.

The great fall of snow in England has been attended with some loss of life. Great suffering was caused among the laborers on public works. The works on the Rosedale Railway, in Yorkshire, were entirely suspended, and the laborers reduced to great distress. Forty of these men were driven from the works to seek shelter at the Esklitt Huts, on the bleak moors, where they were snowed over and could not escape. Their continued absence caused a search-party to set over the moors, and a passage was made to the huts, where, on the door being opened, the poor fellows were found in a very exhausted condition.—They had been prisoners for two days and nights, and had eaten their last provisions and used their last fuel.

A child belonging to a woman named Bridget McNamara, was accidentally poisoned by its mother on Saturday night last, in Peterboro. It appears from the evidence given before the Coroner's jury, that the child—a boy some 8 or ten weeks old—had been restless for some time, and the mother gave it laudanum to soothe it. She gave too large a quantity and the child died. There was no evidence produced of criminal intent; and the jury acquitted the woman.

The report that Mr Short, M. P. P., for Peterboro' was badly frozen, is unfounded. The Port Hope *Guide* has learned that it was not Mr Short, but his book-keeper who was the sufferer, and who, we are happy to say, will not be permanently injured by his exposure on the night in question.

The Town Council of St. Catharines are so much persuaded that the census returns for that town are incorrect, that they are about to have the inhabitants carefully counted by the assessors, for their own satisfaction.