

Mr. McLellan moved an amendment to the license law; that the shop licenses be abolished except in the city of Halifax.

Mr. Henry—It is necessary that these bills should be sent to the Council for concurrence this afternoon. He must again observe that the mode of dealing with the revenue bills was irregular. These amendments should have been moved in committee.

The amendment passed in the negative 16 to 11.

Mr. McLellan moved a resolution that the ad valorem duties be reduced from 10 to 8 1/2 per cent.

Mr. Henry thought the long resolution just proposed would make a very good speech for the hustings, addressed to people who did not know anything about the subject; but he did not see how it could be put on the Journals when the real facts are so contrary to the statements contained in the resolution. The hon. gentleman had started with wrong premises, and then endeavoured to sustain his position by figures.

Mr. McLellan defended his position, and stood there was no reason for imposing such heavy duties, when the deficiency in the revenue could be raised without.

Mr. Wade thought this motion would do very well for an electioneering dodge, but it ought not to go on the Journals of the House.

Mr. Esau said it was absolutely necessary to raise the revenue considerable. It was a mistake to say that the duties on wines were reduced.

Mr. Henry—that has been explained to the other side 20 times. The difference in the duty was necessary in consequence of the advanced price of wines.

Mr. Morrison said he had not so understood the question before; he had been under the impression that it was proposed to lower the duties on wines—but he would ask why they did not raise the duties on that article, instead of doing so on necessaries consumed by the poor.

Mr. Wier said, there were some things in the resolution he did not approve of, with regard to protection and so forth, but he should vote for it, because he thought the ad valorem duties were too high.

Mr. Henry denied that the question had been hurried through the house. The same time was occupied as usual in such cases. He explained again the policy with regard to the duties on wines.

The resolution passed in the negative, and the bills were ordered to be sent to the council for their concurrence.

The bills were read a second time.  
The house adjourned until the next day at half-past two o'clock.

News Department.

CANADA.

Hamilton, March 12.

**FRIGHTFUL RAILROAD ACCIDENT!**—Another of those fearful accidents which human forethought appears inadequate to the task of preventing, took place this evening near this city. The train from Toronto which is due at 5.45 had scarcely touched the swing bridge over the Desjardins Canal, when it gave way, and the whole train was precipitated into the water, falling a distance of forty feet.

The engine, tender, and baggage cars were all completely buried in the water. The forward passenger car in descending was turned upside down, leaving but little of it above the water. The forward end of the last passenger car rested upon either the engine or a passenger car, and falling back upon the wall supporting the bridge remained in an upright position.

Immediate assistance was had from the different shops and persons engaged on the works. All that were in the last cars were taken out, mostly wounded, and, we are sorry to say, too many dead. A hole was cut in the bottom of the car, which lay across the canal, and the bodies taken from it as soon as possible; but this could not be otherwise than a slow operation, when it is considered how cold the water is at this season of the year, and that the depth was sufficient to hide an engine, tender, and baggage car from view.

Mr. Muir, the traffic superintendent, was on board, but fortunately was in such a position at the time as allowed him to jump on terra firma as the car took the leap into the frightful abyss where so many of his fellow passengers were hurried into the presence of their Maker.

Mr. John C. Henderson, we are sorry to say, was among the killed; Mr. Barrett, conductor on the train, escaped without injury. The Express Messenger, Post Office Clerk, and Conductor escaped from the baggage car when submerged in the water, by climbing to the top. Among the killed is Mrs. P. S. Stevenson, of Hamilton. Seventeen bodies were taken to the baggage room, and laid side by side, all with the exception of two were recognized.

The following is a list, as near as can be arrived at: Donald Stuart, of Hamilton; a man with "A Grant," marked on his shirt bosom; Mr. Russell, of the firm of Mellish, Morrill & Russell, of Brantford;—a very large amount of money and a number of papers were found on the body of a man unknown, about 30 years of age, with light hair and dark dress; Joseph Barr, of Niagara, in the pocket

book of this person was found a note due yesterday to Bruce & M. Murrich, Toronto, for £245.—other mementoes were found, making it certain who he was; a foino with some American gold in pockets and rings on wedding finger, one of which was marked "D."; Samuel Zimmerman, railway contractor, of Clifton; Thomas Benson, merchant, of Port Hope; John Sharp, a book vendor at the depot; Rev. A. Booker, father of Major Booker, of Hamilton; a little boy of three years of age; a little girl, daughter of J. K. Clark, of Hamilton; J. Ne: derson; a female about 30 years of age,—has on a slate coloured silk dress, and cloak nearly the same color, unknown; a tall man, about 40 years of age.

Besides the foregoing, the flour store, we believe, contains 19 bodies laid side by side, 16 men, 2 women and one child. The slight is heart rending, three of these bodies had been recognized at the close of the coroner's examination, at fifteen minutes past 10 o'clock; these were Edward Duffield, of Hamilton; Richard Diceshae, of Hamilton; John Morley, of The old.

Six more bodies have since been discovered, which makes the total number of bodies found 40.

It is difficult to arrive at the number on the cars. It is stated that 80 persons left Toronto, but what changes took place we have no means of ascertaining. Only about 10 or 12 escaped uninjured. The number injured has not yet been ascertained, but we learn that amongst them were the following:—

Thos. C. Street, of Niagara and his relative, Dr. Machion, of Oshippawa, both of them badly hurt; H. M. Yorrington, of Port Stanley, received a contusion of the head, not seriously injured; Capt. McBride, of Port Burwell, cut over his right eye.

Several other persons are known to be injured, but we have not been able to ascertain their names.

A large number of persons came up by the night train, from Toronto, to learn the fate of their friends. They found the building containing the bodies closed, and no opportunity of identifying them. It was ascertained that Mr. Chas. Brown, late merchant of Galt, was among the number of the killed. The body of Adam Ferris was also found, after a long search.

It is supposed that between fifty and sixty persons were taken from the second car, and that as many were taken from the first, making altogether one hundred passengers. As not more than 10 or 12 were saved, the loss of life must be about 90.

Mr. Street was cut on the head and had other wounds. Dr. Machion, contrary to previous reports, has no bones broken, both gentleman were removed to the City Hotel.

Mr. Morrill of Brantford was not in the cars, as reported; but Mr. Russel, his partner, as well as the Misses Russel, are among the dead.

Mr. Mellish, another partner, reported dead, is safe in Brantford.

Among those who were on the cars was Mr. C. Philley, aged 20, tinsmith, lately in the employ of Mr. Armstrong, and going to Buffalo.

The body of Mr. Zimmerman has been removed to the house of Mr. Rouch. Mr. Zimmerman has a severe cut across the face, and his body bears the mark of great pressure, his arms being so stiffened as to make it impossible to straighten them.

Captain Sutherland and one of his sons, were on board, as was Capt. W. Twoby, and all are probably submerged.

Some anxiety was felt for the safety of Mr. Kirby, of Brantford, but he was not in the cars.

There were 21 bodies in the Flour Store among whom were three females. With the exception of Mr. Ferris, there were no marks of injury to be seen; all were wet and frozen.

Some of the escapes were almost miraculous—two railway men, Mr. Read, of Suspension Bridge, formerly of the Northern Railroad and Mr. Hall, of Toronto, were standing on the platform of the front car and jumped off without injury.

**MELTING ROCKS.**—A long letter appears in the New York Tribune, from Dr. Benjamin Harding, son of the late R. v. Harris Harding of Yarmouth, on the dissolving of quartz rock, extracting all the gold or other metal contained in it, and making use of the solution for statory or building purposes. He says,—

"I have hogheads of this article now in New York, which cost me but a trifling price to manufacture. It is not too extravagant to say that the quantity which will be made by dissolving gold-bearing quartz in all seaports where it can be shipped, will be sufficient to revolutionize building materials, both public and private, both useful and ornamental in every part of the civilized globe!"

"Long years of chemical research have at last enabled me to master the secret whereby nature in her great process of laboratory accomplishes these wonderful results, and to produce such results in manifold

one-form, and with the most beautiful hues—my plan extracting all the gold from gold-bearing quartz, while liquifying that, or felspar, and afterwards solidifying it, in any desirable shapes or colors; thus adapting it to hundreds of other uses, which might (to some persons) seem visionary now to mention.

"An illustration of the architectural and ornamental uses to which my inventions may be profitably turned, by using the liquid rock after separating the gold, I have said that I intended, at some suitable public locality, to erect a model edifice, of moderate size, of materials the most beautiful and durable which imagination can conceive—qualling in brilliancy any and all of the precious stones except the diamond, and yet at a cost for material not exceeding the price of common brick. The chief objects of these structures will be to show at a glance the practicability of moulding and colouring cheaply all the materials required for architectural purposes of utility and ornament, so as to produce edifices of the most enduring character, revealing the splendors of oriental romance, and yet at a cost not exceeding the price of common brick.

"I repeat—the cost of this extraordinary material for architecture and ornament will not exceed the price of common brick.

"Hogheads of this LIQUID QUARTZ, from which such results are produced, may be seen at my residence, as stated by Prof. Muskat, late United States Assayer, and as known by sundry other scientific men. In view of these things, well might the Professor assert, as he does in his statement annexed, that "the liquid quartz will be a source of more wealth to the proprietors of my patents than the gold from ordinary veins, from the many uses to which it may be applied."

"There are a great many other uses and adaptations perhaps not so sublime and beautiful, but equally as useful—such as fire-proof safes and anti-proof cellars; and where, as rats cannot conceal themselves from the society of men and dogs, cats, &c., they must soon be exterminated."

The work is performed by pounding and grinding the material, and passing it through several digesters. Whatever may be the ultimate value of the invention, —and we know no reason why it should not be made to accomplish the objects proposed—it is very plain that Nova Scotians have some idea of PROGRESS.—*Christian Messenger.*

Editorial Miscellany.

We have copied from the Canada papers an account of the terrible Rail Road accident at Toronto. Fifty-five bodies have been recovered. At the latest accounts it was supposed that 20 were still unrecovered. The following paragraphs from the Quebec Chronicle of the 16th, afford a clue to the cause of the accident.

Hamilton, March 13.

We may state that the opinion of experienced engineers is that the engine on missing the track struck with great force against the floor beams which run cross-wise under the track. The bridge, which stands a few yards nearer the Bay than the Suspension bridge over the Desjardins Canal, is a swing bridge, built of what is technically termed truss-work, and apart from the question whether the structure was originally of that strength which its position required, it is easy to see from the portions which are still standing that it was unfortunately left in an inferior condition; by which we mean, that if, instead of an open space being left between the floor beams, the crossing had been closely floored over with strong planking, it would have been impossible for the engine, even though it missed the track to come so forcibly in contact with the body of the structure as to cause the destruction of the bridge. It is the old story; an untold amount of human suffering has been caused by an adherence to false rules of economy. Whether the terrible lesson that has thus been read will cause us to provide against similar errors in future remains to be seen. The same excitement prevails here as in Toronto; a gloom has fallen upon the community.

**LATEST ACCOUNTS FROM THE SCENE.**—During the night of Thursday, relays of men were engaged in clearing away the wreck. Early in the morning the workmen succeeded in removing the debris of the bridge, and reached the submerged passenger car, which they speedily broke to pieces, and twelve or fifteen bodies were taken from it. As this, however, did not make up the whole of the passengers, it was believed that many were sunk to the bottom of the canal, and the workmen proceeded to break up the ridges of the car, in order to remove it from the water. At the latest accounts last evening, the workmen were still engaged.

It was supposed that 20 bodies were still unrecovered. The fireman was got out as the train was leaving the scene.

The keenest scrutiny was bestowed during the day upon the track, and the rails on the west side of the bridge. There is a switch close to the bridge, and it was discovered that part of the rail was greatly bent, and that the connecting rods of the switch were bent and broken as if from the passing over them of the wheel.

Further on, abrasions were discovered in the sleepers, also marks on the rails and bolts confining the chairs.

From these facts it is contended that one of the wheels of the locomotive was broken, and that part of the engine struck with violence upon the timber of the bridge, and caused its destruction. This theory, supported by many circumstances, will be tested when the locomotive is recovered from the water under which it lies.