



Separate Schools.

The agitation on denominational versus national school and college education has of late somewhat subsided. The advocates of the rights of Victoria College, more especially have turned their attention to a more practical mode of benefiting their institution by appealing to their own body to raise such a sum as shall place it forever on a secure foundation. We are glad to observe, from time to time, that they are likely to be successful.

Still, the desire for denominational education on the part of those who advocate it, only remains in abeyance. There is no denying the fact, that there are a large number of the inhabitants of Canada who would, at the present moment, if opportunity offered, gladly land their posterity on the breaking up of our national system of education, and implant it by one that would be more or less directly under the control of the denominations to which they belong. They are firm in the belief of the expediency of such a proceeding and frank in avowing it.

The evidence of the truth of the above assertions we refer to late action of the Episcopal Synod of Ontario. We give a copy of the resolutions on the subject, proposed and carried after a long and interesting session. Mr. Lewis read his resolution as follows:—

"That this Synod pledges itself to use all lawful endeavours to secure separate schools for the children of the Church of England, in the cities, towns, and incorporate villages of this Diocese, in union with the national system of education."

This motion was seconded by the Rev. J. Worrell. His Lordship accepted Mr. Lewis's motion as a substitute, and supported it in a few remarks. Withdrawing the motion was put and carried by a large majority.

Taking the action of the Synod as the exponent of the state of public opinion among the members of that Diocese, it is plain that it is their intention, as soon as they are able to do so, to put those opinions into practice. Not only so, but they further pledge themselves that no proper means shall be left untried to further that end. In the outset, the privileges claimed are only asked for cities, towns and incorporated villages, for the simple reason, that in such places, the system be carried out if granted. It would only be a question of time as to when the same regulations should apply to the country districts.

The above is the action of only one of the Synods of the Anglican Church in this Province. The other Dioceses, with perhaps the exception of Huron, would, in all probability, move in the same direction. Some of them have taken the same action in years past, though we have not observed what has been the deliverance on the subject this year, if any. If, therefore, we are to receive the opinions of the ecclesiastical courts as those of the mass of the people in connection with the English Church in this land, it is plain that we have one of the largest and most influential denominations pledged to bring about by all lawful means, and as soon as may be, the overthrow of our national system of Common School education. This subject is presented to our readers at present, with especial reference to the proposed changes in the government of the two provinces. As the only remedy for existing evil in both provinces, it is proposed that each shall have, by means of a local legislature, the power of disposing of such matters as concern itself alone. The rest are to be left to a general legislature for the whole, embracing in course of time the other British American provinces.

In view of these contemplated changes, it becomes an important question, whether each province shall have the sole control of its educational affairs, or whether there shall be a general scheme for all. We do not at present propose to enter upon the merits of this question. There is abundant time to think over the matter. We may rest assured, however, that it will come before the public mind before a very long period, and in all probability, when the details of the new system of Federation are being perfected. As a denomination we have stood firmly opposed to every measure that would tend to denationalize the present excellent system of Common School education. It becomes us, therefore, to be doubly vigilant, and to use every effort to retain what we fought for, and especially to guard against the measures that would tend to give to the State the right of expressing their opinions, and of using all proper means to put them into practice, but at the same time we should not hesitate to do battle in defence of what we believe to be the birth-right of all—a good secular education.

There is a class of people who contend that Canada would have been far better off in material point of view had she been one of the States of the American Union. Those who imagine this had better take their pencils and calculate what would have been Canada's quota in men and money had she joined the Federal Union. The population of Canada may be roughly estimated at 3,000,000, about one seventh of the population of the North States. It follows, then, that had Canada been a State, she would have been required to furnish one-seventh in men and money towards the suppression of the rebellion. Official returns state that the North has raised 2,000,000 for the war, and that therefore follows that in the case supposed Canada's contribution would have been 285,700! Let us look at the debt. The most sanguine of the Federalists place the war debt at the end of the present year at three thousand millions, (\$3,000,000,000). Canada's share of the too, would have been one-seventh, or \$428,570! Setting aside other considerations, then, it follows that we are the gainers by 235,700 men, and \$428,570,000, by remaining firm and loyal to the British Crown. We think the foregoing the best argument to confound any nation-imitating Canadian or other British subject who prates of the "glory" of the Republic and the immense benefit a political union with the United States would have been to Canada.

A SHOCKING AFFAIR AT NIAGARA FALLS.—On Monday, the 4th inst., two young men named Winfield Scott and Wm. H. Lawton, visited the Cave of the Winds, under Niagara Falls, in charge of a guide. The trip was made successfully until they had gone through and were about to return, when young Scott saw some specimens of rock which he desired to secure. To accomplish his object he proposed to make a short cut through some apparently shallow water, out of the usual course followed by sight-seers, but the guide warned him against doing so, and suggested his advice should be heeded. The unfortunate young man walked until the guide had turned his back, and then made the rash attempt. In an instant the rapid current took him off his feet, and when his companions looked again he was gone. Up to last accounts his body had not been recovered.

AN EVENTFUL CAREER.

—About a year ago, a person residing in the township of Mornington, named Alexander McMann, was convicted as the Quarter Sessions in the month of May, for stealing a pair of boots from Mr. Edwards, Topping, and was sent to gaol. After a residence of about a month in the stone jug, and while one day engaged in the coal yard sawing wood, he quietly threw down his saw and walked away, landing in a short time in the domain of "Uncle Sam," where in a moment of loyal excitement, he joined the Federal army, having received the sum of \$200 as a recruit. He was immediately ordered south, and in the battle of Harper's Ferry, was taken prisoner by the Confederates and made to dig sixteen hours a day. After a time an exchange of prisoners took place and he was sent to Chicago he made his way back to Canada, going directly to the scene of his theft and proceeding to work. During the time he was at work in Mornington he was frequently accused of stealing numerous articles of clothing from fellow-boarders, but as they could never be distinctly proven, McMann was allowed to go at large, until the other day, when happening to be in Stratford, he was nabbed by chief constable Harrison, and consigned to gaol to serve the balance of his time.—Stratford Beacon.

A gallant act is reported to have been performed at Meaco by Mr. Lamb, the mate of the Liverpool Black Seneca. Some boys belonging to a French man-of-war were bathing when a blue shark, 15 feet long, made for them. Mr. Lamb, arming himself with a large knife, jumped overboard, and the shark turned away from the boys to the new comer. Mr. Lamb dived beneath the monster, and succeeded in stabbing it. This he repeated several times with success, till the sea was literally dyed with blood, and he then gave up the contest. The boat had, in the meantime, put off, and the fish was given to the monster by a harpoon, and it was hauled on shore.

DEATH OF CAPTAIN ROBERT McVICAR.—Many of our readers will be sorry to hear of the decease of Capt. McVicar, at Fort William, Lake Superior, on the 6th of April last, after a long and painful illness. Mr. McVicar was a native of Islay, in Scotland, and emigrated to Canada many years ago. During the rebellion of 1837 he raised a volunteer corps in Lower Canada to operate against the insurgents, and was afterwards generally known as Captain McVicar. He was one of the earliest settlers in Owen Sound, residing here for several years, until in 1859 he was appointed Postmaster at Fort William. Mr. McVicar at the time of his death, was 75 years of age. Obituary Notices.

A man died of Hydrophobia in Middle-town, Ct., last week, from having assisted in skinning a cow that had been bitten by a mad dog.

The Herald.

CARLETON PLACE. Wednesday, July 27th, 1864.

The story of peace negotiations has turned out to be an empty affair. We publish the correspondence in another column. It appears that two Southern gentlemen were residing on the Canadian side of the Niagara, and Mr. Greeley was, for the time, living in an American Hotel on the other side; when the parties got it into their heads either to secure peace between the contending armies, or gain a little notoriety. Mr. W. Jewett was made the bearer of despatches between them, for which services he is formally thanked by the negotiators.

It is true enough, as the Montreal Herald says—"hanging on to all great events or movements in human history, we find a number of small men, who have either been swept up by the whirlwind, or who have succeeded in forcing themselves into a prominence which, in ordinary times, they could never have attained. There are always a number of loosely-connected scoundrels who do their best to acquire notoriety, or something more substantial, by thus thrusting themselves forward in occasions of tumult and crisis," and in this disposition we fancy we owe the late spasmodic attempts at compromising the difficulties which exist between the North and the South.

One cannot help admiring the trite and prompt reply of the President, with which he so effectually snubbed the commissioners, and stated, in one sentence, the only grounds upon which the hope of peaceful relations could at all be entertained. Father Abraham is now, evidently, determined that the war shall not end until slavery be destroyed and abandoned, and, of course, the South will agree to no such proposition. Instead of peace we may therefore look for war—renewed, continued, war, until both parties become exhausted in the desperate struggle.

We do not see any prospect of peace or scarcely a possibility of a compromise or division of the subject matter of the present controversy. The North asserts that the population of the Union must obey the laws made by the constitutional representatives of the whole people, in a constitutional manner, which latter qualification is not indelicate, as each enactment may be submitted to the test of the Supreme Court. The South sets up its right to a separate existence whenever it chooses to declare for it, and shows its resolute determination to do so for it, whenever the will of the majority in the whole union is contrary to the will of its section of the union. A moment's consideration shows the utter incompatibility of these two positions. If the Northern view is to prevail the South has a shibboleth, it, but to accept of the legislation and the executive of the Union until it can be changed in a constitutional manner. If the Southern idea is to be paramount no majority can elect any Federal officer; nor any Congress enact any law till they have first ascertained if the South will agree to the selection of the statute. Nor is there any method of settling this difference half way.

People cannot be bound to obedience—only as far as they like; nor can they have the right to secede only so far as others choose to let them. The gulph has now been dug too widely, and its outline is too clearly defined to admit of any such temperance.

In our last issue we referred with some doubts of its correctness, to a story got up by the Leader to the effect that some of the municipalities indebted to the Province have escaped their liabilities, and are relieved from their indebtedness. The Globe, of course, denies the statement of the Leader; and, no better is the personal ill-feeling between the proprietors and managers of those two papers, that we would not consider either of them good authority in a question in which the other is concerned.

It appears from all that we have yet seen of the matter that there has been "a wheel within a wheel," the working of which may yet become visible. In the meantime we see no reason to indulge the hope that "the reign of corruption is over." It is very difficult to believe in the political integrity of our public men, looking at their extraordinary inconsistencies and associations. The Montreal Herald founds the following explanation of the affair to which we have referred, upon the statements of the Globe, which may, or may not, be correct:—

"The fact appears to be, that instead of the Government releasing the municipalities they have been released on the most equitable reasons by a decree of the Court of Chancery, and that the only share the Government had in this result was in waiving a technical privilege in favor of the Crown so as to allow the Court to deal with the matter on its merits, which it could not otherwise have done."

THE ACCIDENT ON THE ERIE RAILROAD.—We elsewhere give some particulars of the terrible accident on the Erie Railway, which occurred on Friday, resulting in the death of 4 persons and the wounding of 120. A special train conveying 835 Confederate prisoners, and 125 Federal guards, left Jersey City at five o'clock on Friday evening, and proceeded in safety to Shohola, station about twenty miles west of Port Lewis, where the double track ends.—Coming east at the same time was a regular coal train. According to the evidence of its conductors stopped at Lackawaxen, the station next west of Shohola, and inquired of the telegraph operator whether the track was clear to Shohola, and was told all trains then due had passed. He thereupon started his train at fifteen miles an hour, and after running a mile or two at that rate over a road which constantly pierces ditches and bends in sharp curves, came suddenly upon the special train, also moving rapidly. In a moment the two trains lay in ruins. The Tribune remarking upon the catastrophe says:—

"The system of running trains on a single track by the aid of a telegraph is a very simple one. As the train passes a station the operator at that station telegraphs to the operator at the next the moment of its passage, and each enters the date in a book kept for that purpose. In this case, when the special train left Shohola the operator at Lackawaxen was informed of it. When, therefore, he told the conductor of the coal train that the track was clear to Shohola, he knew, or was bound to know, that it was not clear, and if the account given our reporter by the local superintendent is true, the blame for the collision rests specially on the telegraph operator. He is said to have fled taking his look with him. But the main responsibility belongs not to the guilty wretch who flees, but to the managers of the Erie Railroad Company, who, so far as we hear, have not yet fled. It is, you Messrs. President, Directors, and Superintendent, who murdered their four men on Friday morning last, at 11 o'clock—who maimed and crushed and mangled a hundred and twenty human beings—who are responsible for the regulation of a road of which collisions occur with frightful frequency, and with such dreadful results. It is a few days since we were impelled to comment on what was all but a disaster more appalling than this, and we then made public the studiously concealed fact that eight or nine accidents had occurred on this road within a fortnight. So we are informed by one who passes regularly over a portion of the line. They do not come to the public because the telegraph line on the Erie road is owned by the Erie Company, and worked or not worked as the interest or caprice of the managers dictates. Needless to say that little information about accidents is permitted to traverse its wires. We know of one case in which a collision had detained a train coming to this city; the fact was known to friends waiting in the Jersey depot—known also that lives had been lost—yet the names were not sent, and no message of inquiry was allowed to go to the scene of this disaster. Till the remains of the train reached the depot, that alarmed and anxious crowd of friends was left in suspense. Such is the system."

Therefore we charge this disaster on the managers of the road. The telegraph is theirs, their the system on which it is worked, the selection of operators. The tone among employees, the morale in reference to care, the degree of vigilance exacted from them, the consequence to them of a collision, their personal responsibility to the Superintendent, and his to the Directors—all these vitally important matters rest in the control of the managers—President, Superintendent, Directors, and the evidence of their guilt is the shameful regularity of disaster. They can make the road safe; they do not, and because they fail to do it we hold up their guilt before the public. We denounce the management of the road as criminally negligent, and the men who are responsible for it should be made amenable to the law by indictment—not merely by civil action for damages. (Until this is done there can be no safety for the public; no just punishment for the guilty.)

The weather still continues extremely dry, and the air is full of smoke. The crops in this section will be a complete failure. Fires are also raging in different parts of the country, and are doing much damage, burning woods, fences, meadows, grain, and in some cases, houses and barns. We are happy to be able to add that on Monday night, it rained some of the night, and there is a prospect of more. It will, still, help some of the late crops.

GODBY'S LADY'S BOOK.—We have received the August number of this elegant magazine. It contains the usual colonial fashion plate, with sea-side toilette, and a number of vert-table designs, together with the customary amount of light literature.

We observe a very general feeling of dissatisfaction in reference to the verdict of the jury in the August on the bodies of the victims of the late accident below Montreal. It is unreasonable to suppose that the whole blame can be attached to the unfortunate driver, Burney. He did make a mistake, it is true, and a most fatal one; but other parties connected with the management of the road are allowed to go free, who are equally if not more guilty. We most heartily agree with the "Witness" in condemning a verdict which singles out from amongst a number of careless men, implicated in the accident, the lowest, most helpless, and least responsible of all for a victim, allowing all the rest to withdraw with only the infliction of a friendly reprimand.

A true, impartial, and intelligent inquest, would have investigated the responsibility of the accident, so as to distinguish primary from secondary causes. The responsibility of the management of the road ought to be well defined and separated from that of the agents at the time of the accident. It will be found that the accident never would have happened without the antecedent and primary causes found in bad management and imperfect supervision. It has been abundantly shown that the rules of the road were not enforced. The trains did not stop before crossing. These omissions failed to be reported. The locomotive foreman is blamed by the Jury for putting the train in charge of a new and incompetent driver. There were not brakemen enough. The cars were not such as the Company were bound to provide for the emigrants. They were freight cars with temporary seats, which, acting as projectiles much increased the mortality. The red signal-light was placed on the wrong side of the point of danger. It was not visible from a sufficient distance, because intercepted by trees which the managers forbid to be cut down. With all these neglects the driver had nothing whatever to do. They were the results of a careless antecedent to his, and without which his own would not probably have occurred. There we have the principal, the fundamental cause, the cause, sine qua non, of the accident. The chief responsibility rests with the management of the road. This is the simple truth, which cannot be suppressed by all the heartless sophistry of the interested advocates of the powerful corporation who would sacrifice to it a poor ignorant man as a scape-goat.

The Kingston News, referring to the interchange of populations between Canada and the United States, says that now few laborers are leaving Canada for the Union, while great numbers of Americans are entering Canada with a view to locate themselves either temporarily or permanently. Throughout all the front Townships between Kingston and Toronto, and no doubt further west, Americans are on the look out for tavern stands, shops, saloons, and small business offices. Some of them rent or buy farms, the cheapness of rented farms in that part of the country compared with New York State being a great inducement for those acquainted with farming to take to the land. Many of these new comers will remain; but almost all of them look forward to returning whence they came on the settlement of the troubles of the civil war.

The "Perth Courier" says—It is with feelings of the deepest regret that we record the death, from apoplexy, of Mrs. Bell, wife of James Bell, Esq., Agent for the Commercial Bank, in this town. The sad event occurred on Thursday morning last, when the family of Mr. Bell were seated at the breakfast table, wholly unsuspecting such a dreadful blow to the happiness of the family circle, or unprepared for the suddenness of the bereavement. Medical aid was instantly called in, but it proved of no avail, as the attack was as fatal as it was sudden. The death of Mrs. Bell has caused universal sorrow among her numerous acquaintances, and the public generally, will heartily sympathize with the bereaved husband and children in their sad and untimely loss.

The house of William Doherty, Jr., on the 9th line of Ramsay, a short distance from this village, was burned down on Saturday night last. A few articles only were saved from the lower part of the house, and a quantity of provisions, wool, clothing and other articles up stairs were all consumed. We are sorry to say there was no insurance on the property, and Mr. Doherty's loss will be very heavy. The fire is supposed to have originated from the stove pipe in the kitchen.

FIVE HUNDRED THOUSAND MORE.—President Lincoln has issued a proclamation calling for five hundred thousand more volunteers. The drafting is to take place on the 5th September, and the troops are to serve for one year.

THE BRITISH MINISTRY.—It will be seen that the Palmerston government has been sustained by small majorities in both Houses against the attack of the conservative opposition on the motion for censure in relation to the Danish question.

We have been informed that, one day last week, a man named Thomas Kerr was brought before John Holliday, Esq., J. P., and convicted of killing a deer out of season, in the Township of Blythfield, Co. of Renfrew.

A man named Campbell Keenan was drowned one day last week, a short distance above the Chaudiere Falls. He was working on a raft at the time, and falling into the water, sank to sea no more.

The funeral of Mr. Smith O'Brien took place on the 24th, at Rathfriland, near Limerick. The proceedings were characterized by the greatest order and solemnity.

Correspondence.

CRICKET MATCH. RENFREW VS. ANAPRIOR. For the Chaudiere Falls Herald. The Return Match between these two clubs came off on the Anaprior grounds, on Saturday, the 23rd inst., and, as will be seen by the subjoined score, terminated in favor of the Anaprior club with three runs and one innings.

Table with columns for Renfrew and Anaprior scores, including names like Reynolds, Thompson, Cranston, etc.

Table with columns for Anaprior and Renfrew scores, including names like Reynolds, Thompson, Cranston, etc.

Total first innings... 26. Total second innings... 69.

School Monies.

Table listing school monies for various areas like Bathurst, Beckwith, Burgess, North, Dalhousie, etc.

Total for County... \$3223. \$15 3268.

COUNTY OF RENFREW.

Table listing incorporated villages and their monies, including Adamston, Alton, Alton, etc.

Total for County, \$2168. \$89 2129.

INCORPORATED VILLAGES.

Table listing incorporated villages and their monies, including Anaprior, Lanark, Pembroke, etc.

The latest news from Europe is by "Marathon," and is contained in the following items:—

New York, July 24. The steamship Marathon, from Liverpool on the 12th, and Queenstown on the 13th, arrived here at noon to-day.

Provisions.—Beef and pork steady; bacon dearer. Lard firm.

London, July 13.—It is asserted that a suspension of hostilities has been agreed to by Denmark, pending peace negotiations.

The Danish Cabinet is represented as being decidedly in favor of peace.

A person named Spence, in a letter to the Times, recommends an offer of joint mediation by the maritime Powers, for the settlement of the war here.

At Copenhagen the war journals were calling for the abandonment of territories and the concentration of forces in Jutland.

The Germans have commenced crossing Lynn Fjord, and the advance into North Jutland has commenced.

There was a lull in Parliament after the great debate of the previous week.

The decided majority for Ministers, it is considered, settles the Opposition for the remainder of the session, which will close at the end of July.

Lord Palmerston, in response to an enquiry, said Government believed that the Germans had no intention of attacking Copenhagen.

Lanark Council.

Mt. Allison, Lanark, 5th July, 1864. Pigeon post to adjournment the Municipal Council of Lanark Township met this day, the Reeve and Councillors all present.

The minutes of last session of council having been read, approved and signed, the following petitions and documents were presented and read:—

Circular from the County Clerk, stating the various sums to be levied under the provisions of a by-law passed at the June session of the County Council.

Letter from Wm. Atkinson, complaining that the Pathmaster of the road division, 12th con. line, had neglected to carry out the instructions of the Council for the application of the statute labour of that road division.

Petition of George Dodd and others, praying for a grant of money for the repair of the proving line, 9th con.

Petition of Alex. McCallum and James Nicol, praying for a grant of twenty pounds or such other sum as the council may deem expedient, to complete the cutting out and rendering fit for travelling uses, during winter, of the Town Line between the Townships of Lanark and Dalhousie, opposite the 21st and 22nd lots, and the cross road between 20 and 21 in the first concession of Lanark.

Letter from John McGee, complaining that the estimated value of the stone and down by him for the repair of the 12th con. line, is much below the real value, and praying for accept of \$7 therefor.

Certificate of Michael Valaley, late Pathmaster, that the commutation for statute labour, entered into between John Nicol and the council in the year 1863, has been faithfully executed.

Petition of John Rathwell and others, praying for a grant of money to repair several sections of road, in the 1st road division 9th con.

Petition of Wm. Drummond and others, praying for a grant of money to repair the flooring of the bridge over the river Clyde, known as Keaton's bridge.

Letter from David Kelso, custodian of Road Scraper, enquiring if Pathmasters are warranted in leaving Road Scrapers on the highways after their purposes have been served with them.

Report of volunteer commissioners on the changes of routes on the road leading from Middleville to Hopeton.

Opinion of W. O. Beell, Esq., Barrister, as to the liability of railway companies for willfully or carelessly destroying or injuring bridges, constituting part of highways.

Petition of Joseph Graham and others, praying for a grant of money to improve the 7th con. line opposite the 6th and 7th lots, likewise the cross road between the 5th and 6th lots, western side of the 7th concession.

Account of John Dechman for attendance as a witness on a prosecution for neglecting to perform statute labour. Amount \$60. Ordered to be paid.

Account of bridge commissioner Craig—Amount \$1. Ordered to be paid.

Account of Board of Examiners of Inspectors of Beef and Pork. Amount \$4.50. Ordered to be paid.

Account of Town Clerk for stationery, postage and salary for 6 months. Amount \$47. Ordered to be paid.

Moved by Mr. Mathie, seconded by Mr. Yull, that, owing to the name of Matthew Ballantyne have been misplaced on the Assessment Roll, it was not included in the list furnished to the Pathmaster in whose road division Ballantyne's land is situated, therefore that the Pathmaster be directed to accept of his statute labour and apply it to the con. line. Carried.

Moved by Mr. Mathie, seconded by Mr. Yull, that the portion of the 3rd con. line opposite the 8th lots, be divided into three portions, and that two of these portions be sold to George Gilles and John Yull, proportioned to the measurement of their land abutting thereon respectively, and the remaining portion be reserved for the party owning the residue of the 8th lot, 2nd con., and further that the portion of said con. line to be sold to John Yull consist of 3 chains 75 links, and that portion to be sold to George Gilles to consist of 15 chains of the entire width of the con. line. Carried.

Moved by Mr. Campbell, seconded by Mr. Mathie, that the petition of Robert Fleming and others, for a grant of money to repair Drummond's bridge lie over, and that the clerk write to the owner of the timber which damaged said bridge, inviting them to repair such damage or to agree to pay for such repair, otherwise this council will take legal measures for that purpose.

Moved by Mr. Mathie, seconded by Mr. Reid, that bridge commissioner Craig be continued in office until some decisive measure be adopted by this council for the repair or otherwise of Drummond's bridge. Carried.

Moved by Mr. Campbell, seconded by Mr. Yull, that the petition of James Rankin and others lie over, and that the clerk write to John Taylor, informing him that a complaint, supported by credible evidence, has been laid before this council that during the time in which his saw-mill has been in his possession, the river above his dam has been higher at all seasons than previous to such person; that such heightening of the river is ascribed to his having raised his dam; that the damage caused to the highway near James' bridge arises therefrom, and requesting his attendance at the next session of council, either to admit or rebut the said allegations. Carried.

Moved by Mr. Mathie, seconded by Mr. Campbell, that an order be made for payment of the costs of arbitration for settling the matters in dispute between this municipality and the village of Lanark. Carried.

Complaint of Charles Stewart, Pathmaster, that, owing to part of a survey made by the Road Surveyor in the year 1861, being enclosed within the fences of Michael Valaley, he has had to suspend the performance of statute labour, and asking advice in the matter.

Memorial of John Nicol, stating that after executing the commutation of statute labour agreed upon, a very general opinion prevails among those familiar with his locality, that it is hopeless ever to construct a road in the direction on which such labour has been applied, and praying the council to appoint two men to examine and report upon the best route to afford him access to a highway.

Moved by Mr. Campbell, seconded by Mr. Reid, that the Road Surveyor be directed to verify the survey referred to in the complaint of Charles Stewart, and that the clerk furnish him with a copy of the said survey for his guidance. Carried.

Moved by Mr. Mathie, seconded by Mr. Yull, that in regard to the claim of the late Treasurer for balance of salary, there appears to have been some irregularity on his part in paying monies, and no account having been taken, yet according to the evidence produced, corroborated by recollection on the part of several members of council, the claim appears to be just, therefore an order for payment thereof be made. Carried.

M. Durand Esq., the eminent marine engineer at Chaudiere, during the recent gale, had the pleasure of making a picture of the Gale.

Terrible Collision on the Erie Railroad.

Sadly familiar as the last three years have rendered the country and the public with tales of blood, scenes of slaughter, and the accumulated horrors of the battle field, we are not yet so used to them as to feel unmoved when, on a smaller scale, some fearful railroad catastrophe brings them to the fact to face, amid the quietude of civil life. One of these terrible catastrophes, the most terrible that has happened in this country for some years, took place on Friday morning last. It appears that on the 13th inst., a batch of 833 rebel prisoners left Point Lookout under the charge of 125 Union soldiers. They safely arrived New York on the 14th, and left Jersey City at 6 a.m. on the morning of the 15th, en route for Elmira, N. Y., whither they had been ordered to proceed. All went well, and the convey reached Port Jervis in the best of spirits. At Port Jervis the double track of the Erie Railroad ceased, and for the next 24 or 25 miles the road is but a single track to Lackawaxen Junction, with occasional lengths of double track where the nature of the road permits. Throughout the whole of this distance, and for some miles further on, the railroad runs by the right of the old war, and is full of sharp curves, and awkward turns, along which it is often impossible for the engine-driver to see more than fifty or sixty yards in advance. It was along this piece of the road, about two miles from Shohola, and when turning a point on the road, that the collision took place. The train of eighteen emigrant cars, with a freight of nine hundred and fifty-eight souls, running at the rate of twenty-five miles an hour, met a coal train of fifty cars, with such a load of twelve tons, that came thundering down the incline from Lackawaxen. When the trains came in sight of each other they could not have been more than one hundred yards apart, the drivers not having time even to reverse their engines and jump off, before death was upon them, the driver of the passenger train, named W. Ingraham, and his fireman, named Tuttle, being both taken off the engine dead, and was the fireman of the coal engine, named Philo Prentiss.

The shock was tremendous, and its results awful, though fortunately neither of the engines left the line. The tender of the passenger engine was turned up on end, the wood for fuel being thrown in front and burying the driver and fireman before named. The first car of course was utterly destroyed, being jammed, as a spectator described it to us, into a space less than six feet, while to complete its demolition, the tender that had been thrown on end, fell back on its roof. It contained 37 men, some of whom were standing on the platform at the time of the collision, and from its wreck 36 were taken out dead, only one man escaping with his life by falling between the platforms to the earth. Three of the cars in all were totally destroyed, and seven or eight of them so much broken as to be entirely useless, and it was in these cars that the greatest loss of life occurred; for when the collision took place two Union soldiers were placed as sentinels at each door on the platforms of each car, which were also occupied by some of the crew, beguiling the way by conversation with the sentry. Of the men thus standing all were immediately killed save one or two.

As soon as possible the survivors set to work, under the guidance of the Captain in charge of the body to extricate the dying and wounded from their fearful position, and the authorities telegraphed for assistance. The scene is described by those who escaped as most appalling, the road blocked up with debris, car piled upon car in the most indescribable confusion, the bodies of those thrown from them completely mangled and trampled, impaled on timbers or iron rods, or smashed between the colliding beams, while one man was discovered dead, sitting on the top of the upturned tender, in grotesque and ghastly mockery of the scene around him.

When the cries of the last wounded had directed the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four rebels, dead; while the wounded numbered about one hundred and twenty, some of them mortally injured, and indeed four have since died, and a number of others cannot be expected to recover.—T. J. Bridgway, Esq., Associate Judge of Pike County, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was summoned and the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims

to keep in a book set apart for that purpose, an account of the time at which each train passes his depot. This can, at any moment, be referred to his book, ascertain what train are due and what have passed, but whether they had done so or not we cannot state. One thing is certain that he has since absconded.

**Arrival of the Europa.**  
Halifax, June 19th.—The steamship Europa, from Liverpool, July 9th, is expected to arrive on the 10th, at 8:30 this evening.  
Her arrival is two days later than the Boston at Father Point. The debates in the British Parliament has resulted in a majority of 18 for the government in the House of Commons, and in a majority of 9 against the government in the House of Lords.

The Danco-German news was unimportant. Liverpool, July 9.—The steamer Yeddo, built at Bordeaux, was supposed for the Confederates, has been sold to Prussia, and is now getting ready for service at Brimber. The Great Eastern left here to-day for London to take the Atlantic cable.

The London Standard is filled with the proceedings of Parliament in almost of every thing else.  
The Times publishes nearly 42 columns of last night's proceedings. The result is generally regarded as a satisfactory endorsement of the Ministerial policy, but so triumph. Confederate news, receipt of Peruvian news advanced from 9 to 70.

Paris, 9 p. m.—The Bourse closed firmer; rente 66 1/2.  
London, 10.—The Danish Ministry has resigned.  
The South reached Liverpool at 3 a. m. on the 10th. The City of Washington reached Liverpool early on the 8th.

The Keays arrived off Dover on the evening of the 6th from Cherbourg. Nothing was seen of the Florida or any other rebel steamer. There is considerable mystery about the steamer Yeddo, which left Bordeaux on the 22nd June, nominally for Amsterdam, her arrival at the latter port is not reported, and nothing certain is known of her whereabouts. The Opinion Nationale asserts that she will soon appear fully armed and manned with the Confederate flag flying. It is stated that Semmes is ill to take command.

The Niagara steamer Antwerp on the 2nd to cruise in the channel.  
The steamer Rappahannock was under strict surveillance at Calais, and not permitted to leave.  
The Paris correspondent of the Times says:—The French Government is subject to the same old story as the Confederates was unamably disposed to the Confederate States, leave was very readily given for the building at Mantz and Bordeaux, nominally for commercial purposes, but ready for war, steam overboard and two masts, leave it too weak, a word encouraged and an indignation would be the result, and when the news were nearly completed a cold fit came on. The government said that the vessels should not be delivered to the Confederates, but although the ground alleged for detaining the ships was that they were constructed for belligerents. One corvette and ram have been sold to Prussia, the other to Denmark, and Prussia is a belligerent. This does not look like neutrality, and it looks still less like a friendly weakness on the part of the French government towards Denmark.

The writer adds, that the Yeddo is one of the vessels bought by Prussia, her reported connection with the Confederate Government is a fact. In the House of Commons on the 7th, the debate on Disraeli's motion to censure was resumed, and a fierce party spirit was manifested.  
An engagement had taken place off Ruger Island between five Prussian gunboats and a Danish frigate. The Prussian Government lost three quarters of an hour, but the gunboats were unable owing to thirteen of the guns becoming disabled. The Berlin journals call it a slight encounter and say the Danes withdrew in a damaged condition. It was reported that the Austrians had taken possession of the Islands of Solider.

Liverpool, 9th.—Flour dull and tending downwards; wheat easier and 1/2d lower, spring red western 8s to 8d, red southern 8s 6d to 8s 9d, white western 8s 9d to 9s, white southern 8s 9d to 9s 3d. Corn quiet at 30s 6d, and for mixed. Pork quiet and 2s 1/2 higher. Bacon firm and 1s higher. Lard 6d higher. Ashes easier with sales at 3s 6d for pots, and 3s 6d for pearls; sugar heavy and 1s to 1 1/2d lower, closing firmer, and the decline partially recovered; coffee dull; rice quiet and steady.

London, 9th.—Barrings' circular reports breakfast steady. Sugar quiet and steady, and a trifle higher. Coffee quiet and steady. Tea tends upwards. Rice inactive. American securities nominal without sales. Consols closed to-day 90 1/2 to 90 3/4.  
Latest via (Queensdown)—Liverpool, 9.—Cotton sales to-day were 20,000 bales, yesterday's sales were also 20,000 bales. The market is still unable to absorb the large quantity included in the sales to-day were 10,000 bales to speculators and exporters. Breadstuffs steady and unchanged. Produce quiet and steady.

Consols for money 90 1/2 to 90 3/4. Illinois central shares 44 to 43 discount, Erie 45.  
**SERVICE MILITIA—UPPER CANADA.**  
Quebec, July 14, 1864.  
The following candidates for Commissions in the Service Militia, have received certificates from the Commandant of the School of Military Instruction at Toronto:  
**FIRST CLASS CERTIFICATE.**—York—Ensign Thomas P. Wadsworth.  
**SECOND CLASS CERTIFICATE.**—Adding—Ensign Captain Joseph Parker.  
Carleton—Major George A. Montgomery.  
Pontiac—Geo. A. Kirkpatrick.  
Bromfield—James Hunter.  
Leeds—Solomon Shepherd, W. E. Jones, Charles T. Robinson.  
Ontario—William J. Mellroy, Sergt John Chambers.  
Simcoe—Wm. Harris, Edward Brokovich, Frank Moberly.  
York—Ensign Charles N. Trew, Fredrick C. Denison, Kearney L. Jones, Robert A. Grouble, Wm. B. McMurrick, Wm. D. Oller, Lieut. James F. Smith, Lieut. H. H. Killaly, Ensign Thomas Killaly, Henry T. Chapman, Vernon B. Wadsworth, Jas. H. Burns, Ensign Thomas W. Flaher, John G. Denison, Capt John O. Howard, Capt Henry Skynner, Walter Ross, Henry P. Gibson, Lieut. Tullamore Murray, Lieut. E. W. Sprague, Ensign Neil McF. Trow, Wm. McWilliams, Charles A. Jones, Ensign G. A. Shaw, Lieut. T. McLean, Lieut. A. B. Boswell, Major L. Smith, Captain William Statton, Lieut. John Carter, William Mullock.

The Guelph Advertiser states that a week ago a young lady residing in Guelph township, named Sims was thrown from a swing, causing her head to strike the ground with considerable force. A brain fever followed, and after a few days' sickness she expired.  
**DOWNED.**—A boy 12 years of age, named Samuel Norfolk, son of Mrs. Emily Norfolk, of Thurston, was drowned on the 12th inst., in the river Mohr, by falling out of a canoe, near the residence of Mr. M. Thresher, in the 6th con. of Thurston—Belleville Intelligencer.

### AMERICAN NEWS.

**Peace Negotiations.**  
Buffalo, July 21.  
The following correspondence explains itself:—  
(COPY.)  
**Private and Confidential.**  
Clifton House, Niagara Falls, O. W., July 12.  
DEAR SIR.—I am authorized to say that the Hon. Clement C. Clay, of Alabama, Professor Jas. B. Holcombe, of Virginia, and George N. Sanders, of Dixie, are ready and willing to go to one to Washington, upon complete and unqualified protection being given either by the President or the Secretary of War. Let the permission include the three names and one other.

Very respectfully,  
Signed,  
**Geo. N. SANDERS**  
To Hon. Horace Greeley.

Niagara Falls, N. Y., July 17.  
GENTLEMEN.—I am informed that you are duly accredited from Richmond as bearers of propositions looking to the establishment of peace, that you desire to visit Washington in fulfillment of your mission, and that you further desire that Mr. Geo. N. Sanders accompany you. If my information be thus far substantially correct I am authorized by the President of the United States to tender you his safe conduct on the journey proposed, and to accompany you at the earliest time that will be agreeable to you.

I have the honor to be gentlemen,  
Yours,  
**HORACE GREELEY.**  
To Messrs. Clement C. Clay, Jacob Thompson and James B. Holcombe.

Clifton House, Niagara Falls, July 18, '64.  
SIR.—We have the honor to acknowledge your favor of the 17th inst., which would have been answered yesterday, but for the absence of Mr. Clay. The safe conduct of the President of the United States has been tendered us to accompany you under some misapprehension of facts. We have not been authorized to do so from Richmond as the bearers of propositions looking to the establishment of peace. We are, however, in the confidential employment of our Government, and entirely furnished with its wishes and opinions on that subject, and we feel authorized to declare that if the circumstances disclosed in this correspondence were communicated to Richmond, we would be so authorized by the authority to which your letter refers, other gentlemen clothed with full power, would be immediately sent to Washington, with the view of hastening a consummation so much to be desired, and terminating at the earliest possible moment the calamities of war. We respectfully solicit through your intervention a safe conduct to Washington, and thence by any route which may be designated through your lines to Richmond. We would be gratified if Mr. Geo. N. Sanders were embraced in the privilege. Permit us in conclusion to reiterate our obligations to you for the interest you have manifested in the furtherance of our wishes, and to express the hope that in any event, you will afford us the opportunity of tendering them in person, before you leave the Falls.

We remain, very respectfully,  
Yours,  
**HORACE GREELEY.**  
Signed, C. C. CLAY, Junr., J. P. HOLCOMBE.

P. S.—It is proper to add that Mr. Thompson is not here, and has not been staying with us since our sojourn in Canada. International Hotel, Niagara Falls, N. Y., July 18, 1864.

GENTLEMEN.—I have the honor to acknowledge the receipt of your note of this date, by the hands of Mr. W. C. Jewett. The state of facts therein presented being materially different from that which was understood to exist by the President, when he entrusted me with the conduct required, it seems to me on every account advisable that I should communicate with him by telegraph and solicit fresh instructions, which I shall at once proceed to do. I hope to be able to transmit the result this evening; at all events I shall do so at the earliest moment.

Yours truly,  
**HORACE GREELEY.**  
Signed, C. C. CLAY, Junr., J. P. HOLCOMBE, Clifton House, Niagara Falls.

Clifton House, Niagara Falls, July 18. Hon. Horace Greeley, Niagara Falls, N. Y.  
SIR.—We have the honor to acknowledge the receipt of your note of this date by the hands of Colonel Jewett, and will await a further answer which you propose to send to us.

Very respectfully,  
Yours truly,  
**HORACE GREELEY.**  
Signed, C. C. CLAY, Junr., J. P. HOLCOMBE, Clifton House, Niagara Falls.

Clifton House, Niagara Falls, July 18. Hon. Horace Greeley, Niagara Falls, N. Y.  
SIR.—We have the honor to acknowledge the receipt of your note of this date by the hands of Colonel Jewett, and will await a further answer which you propose to send to us.

Very respectfully,  
Yours truly,  
**HORACE GREELEY.**  
Signed, C. C. CLAY, Junr., J. P. HOLCOMBE, Clifton House, Niagara Falls.

Clifton House, Niagara Falls, July 19. Hon. Horace Greeley, Niagara Falls, N. Y.  
SIR.—Col. Jewett has just handed us your note of this date, in which you state that further instructions from Washington will reach you by noon to-morrow, if there be no interruption. One, or possibly two, may be obliged to leave the Falls to-day, but will return in time to receive the communication which you promised to-morrow.

We remain truly yours, &c.,  
J. P. HOLCOMBE, C. C. CLAY, Junr.

To Hon. Horace Greeley, International Hotel.  
Executive Mansion, Washington, July 18, 1864.

To whom it may concern.—Any proposition which embraces the restoration of peace the integrity of the whole Union, and the abandonment of slavery, and which comes by and with authority that can control the armies now at war against the United States, will be received and considered by the Executive Government of the United States, and will be met by liberal terms in substantial and collateral points, and the bearer or bearers thereof shall have safe conduct both ways.

Signed,  
**ABRAHAM LINCOLN.**  
Major Hay would respectfully inquire whether Prof. Holcombe and the gentleman associated with him, desire to send to Washington by Major Hay any messages in reference to the communication delivered to him yesterday, and in that case, when he may expect to be favored with such messages.

International Hotel, Thursday.  
Mr. Holcombe sends his compliments to Major Hay, and gently regrets his return to Washington. As to the communication which Mr. Holcombe received from him yesterday from the President of the United States, that communication was accepted as a response to a letter of Messrs. Clay and Holcombe to the Hon. H. Greeley, and that gentleman an answer has been transmitted.

Clifton House, Thursday, July 21.  
The following is a copy of the original letter held by me, to deliver to Hon. Horace Greeley, and which copy I now furnish to the associated press.  
Signed,  
**Wm. CORNELL JEWETT.**  
Clifton House, July 21.  
Hon. HORACE GREELEY:  
SIR.—The paper handed to Mr. Holcombe, yesterday in your presence, by Major Hay, B. A. G., as an answer to the applicant in our notice of the 18th inst., is enclosed in the following terms:—  
**EXECUTIVE MANSION,**  
WASHINGTON, July 18.  
(President's Communication.)  
(Signed) A. B. LINCOLN.  
The application to which we refer was elicited by your letter of the 17th inst., in which you informed Mr. J. Thompson and ourselves that you were authorized by the President of the United States to tender us his safe conduct on the hypothesis that we were duly accredited from Richmond as bearers of propositions looking to the establishment of peace, and desired to visit Washington in fulfillment of your mission. This assertion, to which we then gave and still give entire credence, was accepted by us as the evidence of an unperpetrated but most gratifying change in the policy of the President—a change which we felt authorized to hope might terminate in the conclusion of peace, mutually just, honorable and advantageous to the North and to the South. Exactness of condition that we should be duly accredited from Richmond as bearers of propositions looking to the establishment of peace, and that we should do so in person, as comprehensive as we could desire it, seemed to us that the President opened a door which has previously been closed against the Confederate States, for full interchange of sentiments, free discussion of conflicting opinions and untrammelled effort to reach a point of controversy by liberal negotiations. We, indeed, could not claim the benefit of a safe conduct which had been extended to us in a character we had no right to assume, and had never affected to possess. But the unformal declarations of our Executive and Congress, and their throes repeated, and so often repeated attempts to open negotiations, furnished a sufficient pledge that this conciliating manifestation on the part of the President of the United States would be met by them in a temper of equal magnanimity. We had, therefore, no hesitation in declaring that we were duly accredited to visit Washington, and that we were in town that Atlanta was taken, with 8,000 prisoners, by Gen. Sherman.

New York, July 23rd.—The Tribune's Washington special dated on the 22nd, says cavalrymen who returned here this evening from Drainsville, report that considerable numbers of rebels were seen in the vicinity of Leesburg, indicating the presence of Hunter's force and the retreating rebels had been renewed. Two soldiers who were wounded in the battle of the Wilderness arrived here to-night from near Gordonsville, where they were marching in the direction of Leesburg, and made their camp near that place.

Washington, 23rd.—The National Republican extra says the Government is in receipt of a despatch to-day from the telegraph operator at Chattanooga in the following words:—Atlanta is not ours yet; our force is strong and opposed; the rebels are in the habit of holding the rest. An official despatch from Gen. Sherman states that after the battle of Wednesday, Gen. Howard, commanding the 4th corps, sent word that he had buried 200 dead rebels in front of the line, and a large number of wounded were captured on the field. Hooker commanding the 20th corps in advancing his lines Wednesday, met the enemy in an open field, and a most desperate battle, lasting several hours, was the result. The enemy were thoroughly whipped and driven from the field, and a large number of rebels and 4,000 wounded lay in front.

**HARVEST PROSPECTS IN IRELAND.**  
The progress made by the growing crops during the past few weeks has been quite unprecedently rapid. It is probable that the present year will be one of the most favorable seasons or one in which the last week in June the aspect of the cultivated lands was, on the whole, so satisfactory. Early planted potatoes, which had suffered severely by the frosts that came on them about the close of the past month, have not only recovered that "check," but have a full crop of tubers, and are rarely seen at this period of the season. The wheat and oat lands are flourishing, and if the next month be favorable, there will be ample yield of grain, as well as abundance of straw—this last being a matter of much more importance than is usually at first sight supposed. The corn crop is well advanced, and the prospect of a bumper crop is promising. On the prospects of the all-important flax crop, we believe there is not at present much difference of opinion. Our various correspondents pretty generally concur in the idea that there will be a full average yield, and that the crop is leaving a good margin for the loss in certain districts where, in defiance of all that has been urged to the contrary, inferior seed was used, or where lands unsuited to the crop were sown with flaxseed.—Northern Whig.

**Fires in the Woods.**  
The Hastings Chronicle says:—"The woods in the rear of this county are on fire to a fearful extent; a gentleman just returned from Lake tells that thousands of acres are in flames there, and what is worse the fires are spreading rapidly, and unless heavy rains fall soon the whole woods will be destroyed. A fire has been raging for several days past in 'Bleeker's woods,' about two miles north west of Belleville; several heads of cattle have perished in the flames, and other property has been destroyed. The woods in the vicinity of Chisholm Rapids are on fire to a alarming extent. The north east part of Rawdon is burning at a fearful rate. Farmers are cutting their grain green to keep it from burning, and in several cases have moved their furniture out, fearing their homes will burn. One farmer, whose name we did not get, has lost all his buildings and crops. Coming near home, an extensive fire has been raging in the woods, about a mile north of Belleville, for the last six or eight days, extending from the 'Lemone property,' to nearly the 'Samsone Road,' burning up the soil to the timber, or, in some instances two feet deep, the timber, crops, fences, two shanties, from which the inhabitants had barely time to move, and two cows; several other cows are also more or less scorched. The fire still continues, and is threatening some very valuable farms, and unless we soon have relief, there is no hoping, whether the fire, or fire caught from some brush-wood, which was being burned up on a lot owned by Mr. Donovan. The Madoc Mercury also reports extensive fires in the back country.

**A LONG CHASE.**—On Friday last, the 15th inst., Chief Constable Kelly arrested a person named Donald Stewart, in the Town of Brockville, on the charge of obtaining by false pretences, the signature of William Smith, Geolph, to three promissory notes, about a year ago. After the commitment of the offender, the Chief Constable Kelly did not get, but lost, a copy of him, and went to Toronto, from whence he traced the offender to Perth, and thence to the village of Carleton Place, thence to Smith's Falls, and finally to Brockville, where Stewart was arrested, and brought to Geolph on Saturday night.

**TO GET HIS DEBTS AT LAST.**—A notorious debtor named William J. Lynch, who has been arrested at Belleville, having just crossed from Canada. Having deserted and been captured no less than nine times, he was at last brought to trial and sentenced to be shot. The President, at the request of Lynch's friends in New York, including Governor Seymour, pardoned him on condition that he would re-enlist for three years, which he did, and received the full bounty. After re-enlisting in the 63rd New York he again deserted and went to Canada, and he will now probably get his debts. He is more familiarly known as Polly Lynch.—Belleville Express.

**FATAL GUNSHOT ACCIDENT.**—We are informed that a man named George Brewer now residing in Lindsay, county of Victoria, was accidentally shot on Monday, and died immediately from his wounds. It appears that he was accompanied by some other relatives, and that he was engaged in the day, deceased went amongst some trees on a line with the target; and whilst there one of his companions fired his rifle, of course not knowing that Brewer was within range, and so to relate, the ball struck Brewer on the head, instantly causing his death. He leaves a wife and child to mourn his untimely end. An inquest was held, and the jury returned a verdict of "Accidental Death."

**ARRIVALS.**  
At Lewis' Hotel, Almonte, for the week ending July 23rd, 1864.  
Monday.—R. Grant, Havelock; Michael Green, Robert Phillips, Pakenham; Mrs. Clotier & niece, Clarendon; G. W. Walker, Potadon, N. Y.; James Walsh, Montreal; John Hervey, Ottawa; Wm. Beal, Burnside; C. H. Lewis, Addison; E. H. Barnston, James Fitten, Michael O'Donnell, Brockville; R. T. Henderson, A. Davis, Prescott; J. A. Doyle, Toronto; Thomas Lyons, Mr. Brown, Mrs. Brown, Arapric; Rev. Geo. Case, Pakenham; J. Percival, Brockville; George Smith, Montreal; C. Bentley, Hurdman; R. Crain Merriekville; W. H. Broad, M. D., Carleton; R. McKenzie, Ottawa.

Tuesday.—D. Fraser, M. D. Fraser, Miss Fraser, W. H. Grant, Rev. Mr. Kiloeg, Archy Law, Perth; R. P. Cook, J. B. Rogers, B. & O. R. R.; G. Bondeman, J. Sutherland, Ramsay; J. McMahon, Brockville; G. Ball, C. Harvey, P. Seymour, J. Cron, G. Cron, G. Martin, W. Cremon, G. Smith, Master G. Smith, Almonte; J. Farrell, Moristown; S. Watter, Montreal.

Wednesday.—J. Wallace, Kestev, W. H. Hard, Carleton Place; G. A. Keefe, D. Fraser, J. Smith, Pakenham; J. McEwen, Montreal; H. H. Grant, Perth; M. Ellis, J. Brooks, C. Stevenson, J. B. Rogers, Brockville; Mr. Ronyane, Montreal; J. Farrell, Moristown; R. P. Cook, Dr. J. Percival, Brockville; Wm. Marry, Montreal; B. H. Fletcher, Pier Point; T. Tatton, do; W. O'Donnell, B. & O. R. R.; E. H. Barnston, do; L. C. Northrop, Almonte; S. Bethune, T. M. Torrance, Montreal; Mrs. Wallace, Carleton; W. H. Tackley, Appleton; J. B. Gaussey, Brockville; D. Fraser, Perth; James Frost, Smith's Falls; R. Gates, Brockville.

Thursday.—D. Cranston, Arapric; Miss Silette, St. Catharines.  
Friday.—J. B. Garney, Brockville; Mr. & Mrs. Neelin, Carleton Place; G. A. Keefe, G. Moffatt, Arapric; J. G. Garney, Brockville; E. Harrington, Arapric; A. Grant, Fitzroy; A. Scott, Smeedens; Ed. Switzer, Pakenham; Mrs. Shippy, Arapric; J. E. Kincaid, Brockville; C. Stevenson, B. & O. R. R.; M. Ellis, do; Dr. Hard, Carleton Place.

Saturday.—R. P. Cook, J. B. Rogers, Brockville; E. Harrington, Arapric; J. Butler, Montreal; J. Mitchell, Perth; M. Greenhouse, Ireland; H. Ryan, Perth; E. H. Barnston, J. Fitten, M. O'Donnell, B. & O. R. R.; J. Cram, Almonte; Miss Houston, Arapric; Mrs. Wallace, Carleton; P. McDougall, W. Tackley & Co., Almonte; G. Wilson, Ottawa; J. Gillmeister, Hawkesburg; A. H. Coleman, Lynn; G. A. Keefe, Pakenham; G. Steacy, Elizabethtown; C. Stevenson, M. Ellis, J. Brooks, J. P. Mackee, J. Percival, B. & O. R. R.

**ARRIVALS.**  
At Lyon's Hotel, Arapric, for week ending July 23rd.  
W. A. Doyle, Toronto; W. Houson, Renfrew; D. Atkinson, Ottawa; G. Wilson, Almonte; John McDonald & lady, Dalhousie; W. Leitum, Fitzroy; W. West, Ottawa; J. James, Perth; J. Farrell, Moristown; James Simpson, Ramsay; A. Davis, Prescott; C. Moffatt, Ross; James Douglas, Burnstown; James Farrell, Moristown; H. Mookville, Almonte; W. S. Beathor, Montreal; F. W. Torrance, do; Rev. A. Dorie, lady, and child, do; J. G. Garney, Brockville; W. Carwell, Perth; R. P. Cook, W. Addison, Portage du Fort; J. Kingstoun, Ottawa; W. Lewis, Almonte; W. Thomson, Renfrew; J. Quinn, Ottawa; J. Barry, High Falls; David Lockery, Montreal; J. Morris, Greenlaw, McNab; J. Martin, do; P. McLean, do; Lewis Cooper, do; John Brown, Pakenham; B. Freer, Renfrew; A. Knight, McNab; W. Dickson, do; A. Carwell, Renfrew; H. Legget, do; W. Reynolds, do; Craig, do; J. D. McDonald, do; A. McRae, do; D. L. Lockery, Montreal; D. McNe, McNab; S. Baldwin, Perth.

**NOTICE IS HEREBY GIVEN** that the Municipal Council of the Township of Ramsay, at its next sitting, intend passing a By-law to establish a new line of road, said road is described as follows:— "Commencing on the South side of the Railroad, at the Town-line, between the Township of Ramsay and Pakenham, thence South, twenty-two degrees East, along the South West side of the said Railroad, across Lot No. 27, 26, 25, and part of Lot No. 24, being in the 10th Concession of the Township of Ramsay, seventy-five chains, seventy-five links, more or less, to the Established Road leading from Ottawa to Smeedens's Falls, said road to be Forty feet in width."

A meeting of Council for the above purpose, and other matters, will be held in the Town Hall, on Friday 26th August, at 10 o'clock, forenoon.  
SCHOOL Trustees requiring Special Assessments to be levied, are requested to hand in their applications on or before the above date.  
DAVID CAMPBELL, Town Clerk.  
Ramsay, 23rd July, 1864. 46-p

**Stray Horse.**  
STRAYED from the Wesleyan Parsonage, on the evening of Friday the first instant, a small bright bay horse, with one white foot, a small star on his forehead, a little white on his nose, black mane and tail, and has remarkable large feet in proportion to the size of the horse. Information of the same will be thankfully received by the Rev. James Masson at the Carleton Place Post office.  
July 11th, 1864. 44-f

**NOTICE.**  
A SURVEY HAVING BEEN MADE to improve the Government allowance for Road between Lots 10 and 11, in the 12th Concession of Pakenham, and to avoid a Gully thereon; the alteration is described as follows, viz: commencing at a post planted on the centre of said allowance, about two chains, Easterly from the posts in the centre of said Concession, and from the said first mentioned post, on a course South, 25° west, 4.50 links, to a post set on the centre of said allowance, where the alteration terminates, the pickets planted to be the centre of the Road, which is laid out of the full width of Forty feet throughout.

Notice is hereby given that the Municipal Council of the Township of Pakenham, will pass a By-law to establish the above described alteration, as a public Highway, in the Town Hall, PAKENHAM, on MONDAY, the 5th day of AUGUST, next, at Ten o'clock, forenoon; and also to authorize the conveyance to William Morston, of ten feet, off the southeast side of said allowance from the Town line, to commencement of the said alteration, in compensation in full, for loss of land sustained by him, by the said alteration, and also to authorize the conveyance to Owen McCarthy, of ten feet, off the Northwest side of the said allowance, from the 12th line, to where the alteration terminates, as full compensation for the land taken from him by the said alteration.  
JAMES CONNERY, Town Clerk.  
Pakenham, June 30th, 1864. 43-c

**NOTICE.**  
A ROAD OR PUBLIC HIGHWAY is surveyed and laid out in the Township of Pakenham, which is described as follows, viz: commencing at a post planted on the Southwest side of the White Lake Road, upon the East half of Lot number 16, in the 10th Concession of said Township, and from there South 40°, west 7.09 links, thence S. 20° W. 4.21 links, thence S. 10° W. 1.43 links, thence South 6.00 links, thence S. 10° E. 3.38 links, thence S. 36° E. 3.52 links, thence S. 55° E. 3.12 links, thence S. 44° E. 5.99 links, thence S. 55° E. 1.36 links, thence S. 30° E. 1.50 links, thence S. 45° E. 3.30 links, thence S. 36° E. 2.30 links, thence S. 30° E. 2.23 links, thence S. 25° E. 1.57 links, thence S. 30° E. 1.70 links, thence S. 30° E. 3.18 links, thence S. 45° E. 6.16 links, to an oak tree standing and growing on the side line between the west halves of Lots numbers 14 and 15 in the said 10th Concession of Pakenham where it terminates. The pickets planted in the open ground on said survey, to be the centre of the Road, which is laid out of the full width of Thirty feet throughout.

Notice is hereby given that the Municipal Council of the Township of Pakenham, will pass a By-law to establish the above described line of road as a public Highway, in the Town Hall, PAKENHAM, on the 8th day of AUGUST, next, at Ten o'clock, forenoon, and also to authorize the conveyance to James McEwen, of the Government allowance for Road between the 15th and 16th Lots between the White Lake road and the centre of the said 10th concession, in compensation for the damage done to his property by establishing the road above described.  
JAMES CONNERY, Town Clerk.  
Pakenham, June 30th, A. D., 1864. 43-c

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New Goods! New Goods! THE SUBSCRIBER HAS JUST returned from Montreal with his second...

SPRING PURCHASES. Parties wishing to purchase now, will find Dress Goods 3d per yard less than any sold in this section. Beautiful Checks and Stripes in BARCOES, CHALKS, MULLINS, &c. A large stock PRINTS, GRAY and WHITE COTTONS at reduced prices.

For Sale or to Let. WHAT well-known property in the Village of CLAXTON, Township of Ramsay, known as 'COLLIER'S TAVERN,' recently occupied by Mr. O. Banning, is situated on the main road from Perth and Lanark to the Ottawa, is an old and well established stand, having been kept as a Hotel for upwards of twenty five years, and altogether is a very desirable property for any one wishing to carry on the Hotel business.

Mower & Reaper For Sale. THE Subscriber offers for sale a new BUCKEYE MOWER and REAPER. The Machine was purchased low, and will be sold for two-thirds of its value. Terms to suit purchaser. EDWARD G. MALLOCH, Perth, 9th June, 1864. 43-1f

Notice. THE Municipal Council of the Township of McNab will meet in the Town Hall on Monday, the first day of August next, at the hour of 10 o'clock, forenoon, for the purpose of levying the Assessment for the current year, also, for the despatch of general business.

WANTED. IMMEDIATELY, for School Section No. 12, Lanark, a Female Teacher, holding a Third Class Certificate. Apply to ROBERT TENANT, JOHN McFARLANE & Co., Trustees, J. KILGOLDBY, Lanark, July 6th, 1864. 44-g

Mississippi Woolen Mills, BREEDIN & TESKEY, MANUFACTURERS of Tweeds, Doeskins, Casimeres, &c., &c. The highest price paid for Wool. Appleton, July 1st, 1864. 43-1f

CAUTION. WE HEREBY FORBID ANY PERSON or persons from purchasing a NOTE OF HAND, signed by Archibald Campbell and Andrew Campbell, in favor of James Bennie, for the sum of Sixty pounds, payable the month of April one thousand eight hundred and sixty-five, as we have received no value for the same and will not pay said note. ARCHIBALD CAMPBELL, ANDREW CAMPBELL, Lanark, July 4th, 1864. 43-2

Wanted by the Subscribers, AND THE HIGHEST PRICE PAID FOR 5,000 lbs of good, clean WOOL, in cash or cloth, 500 Sheep Pelts, 500 Calfskins, 3 tons of Hops, and 50 Kegs of good dairy BUTTER. We have a large, new, and well-assorted GENERAL STOCK OF GOODS, and will make a reduction from this day for CASH—12 1/2 per cent for paper money and 10 per cent for silver, on all amounts over Ten Dollars. Our prices are well known to our customers in the country, and the above percentage will tend much to their interests. We do this to more fully cultivate a READY PAY SYSTEM. Our friends will please not ask for Credit at our abnormally low prices. Our stock consists in part of: Staples, Fancy Dress Goods, Barbecues & Measles, of every description, Shawls, Mantillas, Gingham, 50 pieces of Fine Quality Cloth, coarse and fine, Ready made clothing, Hats & Caps, Boots & Shoes, Crockery, Iron, Glass, Nails, and House Trimmings, Single & Double Harness, No. 1 Shingles, Boring Machines and Bench Saws, Bedsteads & Chairs, VERY LOW. A splendid lot of New Groceries, warranted. Don't forget we will allow 7 1/2 on the dollar, for paper money, after the day. No trouble to allow Goods, after the day. Dealers and others supplied wholesale at a percentage on Montreal invoices. W. TENANT & CO.

HARVEST OF 1864. THE SUBSCRIBER is a just and has on hand for Sale, BAIN'S OIL MOWER AND REAPER. Imported, manufactured by L. & P. LATER, Hamilton, C. W. Visitation for repairs kept on hand. ALL MACHINES WARRANTED. All O. Agents for LATER'S IMPROVED THRESHING MACHINES, of six, eight, and ten horse power. Terms Liberal. J. MENZIES, 39 Farmers, please call and see the Mowing & Reaping Machines before purchasing. JAMES McQUAN, Almonte, C. W. WILL pay the highest price in Cash for GOOD CLEAN WOOL, Delivered at the Almonte Woolen Mills, Almonte, June 1st, 1864. ONE & TWO PAGES

THE SUBSCRIBER IS now opening out a large assortment of English and Continental HARDWARE, of which a good portion has been purchased for CASH. Intending purchasers are invited to call, and examine for themselves. Determined to sell for small profit and cash only, with one price, he trusts to merit the continuance of public patronage. Attention is called to the following: FISHING TACKLE. Fish Lines; No. Twines; Annie Nets; Reels; Rods, Rings and Ferrules; Trouts of various kinds; Strainers; Hooks, &c. GARDEN TOOLS. Foreels; Lines; Tools in sets; Watering Cans; Hoes; Rakes; Shovels; Spades; BUILDING HARDWARE. Locks of all kinds and prices, with plain and plated Furniture; Latches; Hinges; Screws; Brads; Chisels; Planes; Pump Chains and Fixtures; Cut Wrought and Pressed Nails. MECHANIC'S TOOLS. Planes; Chisels; Plane Irons; Braces; Draw Knives; Rules; Augurs; Bits; Hammer Saws, &c. CABINET MAKERS' GOODS. Curled Hair; Saws; and Chair Springs; Bed Screws; Bed Posts; Knobs; Hooks; Hair Seating Twines; Buttons; Laces, &c. SHOEMAKERS' FINDINGS. Lasts; Spikes; Pegs; Mallets; Eyelets; Hemp; Holes; Boot heels; Awls; Tow Caps. CARRIAGE TRIMMING. Axles; Hubs; Bins; Shafts; Spindles; Bands; Springs; Bolts; Nut; Thimbles; Skins, &c. BLACKSMITH'S GOODS. Borax; Fire; Bellows Pipes; Vices, &c. SPORTSMEN'S GOODS. Eley's Cartridges; Gun Wads; Caps; Powder; Shot; Gun Trimmings, &c. MISCELLANEOUS. Iron Bedsteads; Japanned Ware; Corsets; Curtain Bands; Crates; Nickel Biscuits; Spoons and Forks; Table and Pocket Cutlery; Bird Cages, &c. Paints (dry and all colors); Best English White Lead in Oil; Varnish; Benzole; Putty; Whiting; Lamb Black; Window Glass 7 1/2 x 24 to 24 x 39; Mill Saws; Tinned Rope; Oakum; Tar; Pitch; Lead Pipe, &c.

COFFIN TRIMMINGS FURNISHED COMPLETE. A large assortment of BAR IRON, with the usual variety of SHELF HARDWARE. SIGN OF THE CIRCULAR SAW. Perth, May 9, 1864. 38.

Removal! Removal!! COLIN SINCLAIR, TAILOR & CO. CARLETON PLACE, C. W. THE SUBSCRIBER IN THANKING THE subscribers of Carleton Place for the many courtesies they have rendered him during the last year, and the liberal patronage bestowed on him for the past year, would inform them that he has removed to his New Shop above Mr. McFarlane & Co.'s Blacksmith Shop, and next to the 'Hotel' office. He will keep all kinds of cloth in his line on hand, and will repair the cheapest for Cash. Any person in need of cloth would do well to call and examine his stock. Any amount of work bought, and the highest Price Paid.

Almonte Custom Shop. THE SUBSCRIBER IN RETURNING their sincere thanks to the inhabitants of Ramsay and surrounding country, for the liberal patronage bestow on them since commencing business, beg leave to say that they are prepared to do all kinds of CUSTOM WORK, such as: CLOTH DRESSING, &c., &c., &c. We have fitted up the building known as the ALMONTE SHINGLE FACTORY, where we are prepared to transact all orders with neatness and despatch. Any amount of First and Second quality SHIRTS & COATS on hand. Also TURNING DONE TO ORDER. McPHEE & KING, Almonte, June 14th, 1864. 10-g

FOR SALE—A DOUBLE BUGGY (new). Terms liberal. Apply to JAS. ROSEBOND, Esq., Almonte, 13th June, 1864. 40-f

ARNPRIOR WAREHOUSE. THE CHEAPEST SPOT IN TOWN. New Spring and Summer Goods, at the store of W. CARSS. Dry Goods, consisting of Teasels, English Scotch, and Canada. Prints, Coburgs, Cottons, Delaines, Striped Shirting, Lustras, Blue Deries, Muslins, and all the novelties of the season in Fancy Dress Goods. SHAWLS & CAPES. MANTLE CLOTHS. LADIES' MISSES' & CHILDREN'S HATS & BONNETS, HOOP SKIRTS, BOOTS & SHOES, READY MADE CLOTHING & MADE TO ORDER. CHEAP FAMILY GROCERIES, CROCKERY & GLASSWARE, CLOVER & TURNIP SEEDS, STATIONERY & SCHOOL BOOKS. The subscriber is determined to make it an object for purchasers to buy at his warehouse. Having purchased a very heavy stock in the cheapest market he will sell very small advances on cost, wishing to establish what has been so much needed in this section of country. A warehouse where all can purchase for cash or ready pay, at one price. Give cash goods as low as any city price. Five half a cent and instantly returned before parting. Having a large corner of Madras and Huddell street, Arnprior.

Money! Money! Money! MONEY to loan on first class security. Apply to W. M. SHAW, Barrister, &c., Perth, 24th July, 1864. 43-1f

Ho! That's what we want! HO! THAT'S WHAT WE WANT! IT'S ROWE'S ROYAL PATENT COFFEE POT! Manufactured at the Arnprior Tin Shop. THE SUBSCRIBER IN RETURNING sincere thanks to the inhabitants of Arnprior and surrounding country, for their liberal patronage since commencing business here, begs to inform his customers and the public generally, that he has purchased the patent right of ROWE'S ROYAL COFFEE POT for the counties of Pontiac, Lanark and Renfrew, and is manufacturing them at his shop in Arnprior, at prices that cannot fail to please. Recommendations as regards their superiority can be furnished without number, but a trial is all that is requisite before selling. The Subscriber begs to inform his customers that he has on hand a large assortment of Tinware, which for material, workmanship and price, will compare with any in this province. It requires no gasing—it will speak for itself. In adopting the READY PAY SYSTEM he has made a great reduction in his prices, and hopes still to receive a share of Public patronage. Cooking Stove Ovens lined with cast delta, Cotton and Linnen Bags, also Calf Skins and Sheep Pelts taken in exchange for Tinware, or Cash paid if required. JOHN DUTCH, Arnprior, June 15th, 1864. 40-f

LAND FOR SALE. THE Subscriber offers for sale his farm of 100 Acres, being the best half of No. 10, and the other half of No. 11, in the Sixth concession of Ramsay, and Fifty Acres, a part of No. 20, in the same concession. The land is well watered, and has a fine view of the river. It is situated within three miles of Carleton Place and 4 1/2 miles from Almonte. Good Buildings on the premises. Will be sold cheap for cash or time given for one-half the price, if required. WILLIAM LECKIE, Ramsey, near Carleton Place, April 22nd, 1864. 33-4f

New Tinshop in Arnprior. THE SUBSCRIBER has just received a large stock of Tinware, and is now opening out a large assortment of English and Continental HARDWARE, of which a good portion has been purchased for CASH. Intending purchasers are invited to call, and examine for themselves. Determined to sell for small profit and cash only, with one price, he trusts to merit the continuance of public patronage. Attention is called to the following: FISHING TACKLE. Fish Lines; No. Twines; Annie Nets; Reels; Rods, Rings and Ferrules; Trouts of various kinds; Strainers; Hooks, &c. GARDEN TOOLS. Foreels; Lines; Tools in sets; Watering Cans; Hoes; Rakes; Shovels; Spades; BUILDING HARDWARE. Locks of all kinds and prices, with plain and plated Furniture; Latches; Hinges; Screws; Brads; Chisels; Planes; Pump Chains and Fixtures; Cut Wrought and Pressed Nails. MECHANIC'S TOOLS. Planes; Chisels; Plane Irons; Braces; Draw Knives; Rules; Augurs; Bits; Hammer Saws, &c. CABINET MAKERS' GOODS. Curled Hair; Saws; and Chair Springs; Bed Screws; Bed Posts; Knobs; Hooks; Hair Seating Twines; Buttons; Laces, &c. SHOEMAKERS' FINDINGS. Lasts; Spikes; Pegs; Mallets; Eyelets; Hemp; Holes; Boot heels; Awls; Tow Caps. CARRIAGE TRIMMING. Axles; Hubs; Bins; Shafts; Spindles; Bands; Springs; Bolts; Nut; Thimbles; Skins, &c. BLACKSMITH'S GOODS. Borax; Fire; Bellows Pipes; Vices, &c. SPORTSMEN'S GOODS. Eley's Cartridges; Gun Wads; Caps; Powder; Shot; Gun Trimmings, &c. MISCELLANEOUS. Iron Bedsteads; Japanned Ware; Corsets; Curtain Bands; Crates; Nickel Biscuits; Spoons and Forks; Table and Pocket Cutlery; Bird Cages, &c. Paints (dry and all colors); Best English White Lead in Oil; Varnish; Benzole; Putty; Whiting; Lamb Black; Window Glass 7 1/2 x 24 to 24 x 39; Mill Saws; Tinned Rope; Oakum; Tar; Pitch; Lead Pipe, &c.

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Cash Paid for Wool. THE UNDERIGNED ARE PREPARED to pay CASH for any quantity of Wool. For those who wish to exchange, they will keep on hand a fair assortment of Tweeds, Casimeres, Satinets, and knitted Shirts and Drawers, &c. CANNON & RIDDELL, Melanath's New Buildings, Almonte, June 18th, 1864. 40-1f

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