

situation, as far as we are concerned, is as yet undecided. In twenty-four hours the whole aspect of affairs may be changed. Mr. Gladstone, Mr. Villiers and Mr. Milner Gibson may be captured by their colleagues—there may be a break-up of the Ministry—the Tories may come into power as a war party, or they may continue to keep Lord Palmerston in office as the champion of Denmark. The Spectator of to-day confidently predicts that his lordship will on Monday announce his intention to despatch a British fleet to the assistance of the Danes. This may be founded on knowledge, for the Spectator is a well informed journal, or it may be one of those pure assumptions which are based upon a writer's convictions of what he would do if placed in similar circumstances. Both the Saturday Review and the Economist favour what is called "a localized war." That is to say, they are anxious to avoid war for an idea—war for "the nationalities"—they want to spare Austria the humiliation of losing Venice, and Prussia the danger of having to abandon her Rhenish Provinces to France. Against the idea of a purely local war, the Spectator protests with great emphasis; but in the hands of either the present or any prospective rulers England is likely to have a war against Germany no more to be made a struggle for Hungarian or Venetian independence than the Russian war was converted into the crusade for the liberties of Poland or Greece.

Before the collapse of the Conference, the public mind was absorbed in the great naval encounter which happily terminated in the destruction of the piratical Alabama. There was something in this terrible combat which stirred the blood of our maritime people, and we think Philip Blake on the one hand and Paul Jones on the other—not that I would give Capt. Semmes the honour of a comparison with the last bold rover of the seas. Semmes, it appears, is a Roman Catholic, and a very zealous one. He held in his behalf in some of the churches of Chesham on that fatal Sunday morning when the Alabama went forth to her doom. The Confederates here were very wrath at the statement which was made in some reports, that when his ship was sinking, he struck without any sign of submission—a bold and defiant as he was when assailing unarmed merchantmen. But if you read his own report to Mr. Mason (who by-the-by, is still located in England), you will find that the hapless corsair did strike his flag. Although Mr. Lanesmore indignantly protests that his yacht was not present by arrangement with Capt. Semmes, yet there is something very suspicious in the proceeding, and it may be well doubted whether he would be equally active in rendering assistance to the gallant captain of the Kentucky if, unfortunately, he were engaged in the same way. It is his unlucky antagonist. The imputations cast by Semmes upon Captain Winslow read very contemptibly by the side of the fact that by far the largest number of his crew were rescued by the boats of that vessel, and that the gallant North Carolinian signalled to the Durham to pick up as many of the drowning creatures as she could. On the whole, the effect of this Federal victory has been decidedly favourable to the American cause in this country. It was just such an incident as was needed to revive the drooping spirits of the friends of the Union, and to call forth that expression of sympathy which is never withheld from those who perform a really daring and successful exploit.

The more the Queen retires from the public arena, the more conspicuous is the part played by the Prince and Princess of Wales. On Thursday she inaugurated the ordinary vigour to go through the round of entertainments in which they are incessantly taking part. The Princess does not look quite so blooming as she did twelve months ago, but she nevertheless presents a charming appearance and dresses with exquisite taste. On Thursday she inaugurated the *fest and bazaar of the Female School of Art* in the Horticultural Gardens, and received on behalf of the institution a hundred purses, which were presented to her in person by as many ladies. This you will say is tarring royalty to marketable account and judging from what I saw on that occasion the investment is one by which all the charities of London (if the good-humored compliance of the Princess could last so long) might gain a large accession of funds. She smiled very sweetly upon the ladies as they walked up one by one, but there was in the expression of her face which implied that her thoughts were away in that Danish home which has been the scene of so much sorrow and desolation since she left it.

Federal Recruiting on the Canada Frontier.

A letter from Island Pond, says: I find a business in full force here, which, I think, perhaps, startle Canadians a little; it is that of enlistment brokers. These men go themselves, or get others to go into the Canadian cities, and entice young men to come over by various specious promises, simply to sell them—that is the terms they themselves use—when they get them here. On the arrival of the train each night, which up to last week has remained over at Island Pond for the night, some half dozen of these brokers will be seen at the station, watching for any unfortunate wight who may look as if he could be beggared. I have heard some curious stories illustrative of the operations. For instance, a soldier, who had deserted from his regiment in Quebec, arrived at the Pond last week, having some sense or the country on foot. He at once intimated his willingness and determination to enlist; and never did he more than to possess upon their prey, than did the brokers upon the unfortunate fellow. One more successful than the rest, indeed him to go across to the island, taking a bottle of grog with him. The rest, probably judging of the motive for this by their own ideas of the fitness of things, expected that as soon as he had been made sufficiently drunk he would be brought back again, and then, they had laid their heads together and had conceived a plan whereby they would rescue him from his snare. But they were more wise in his generation, had taken the bottle merely as a ruse, and under cover of the island, crossed to the other side of the Pond, and made for one of the military depots. He sold his man, the soldier getting the \$300 bounty and the broker probably as much more.

Mr. G. R. Smith, of Toronto, who has a taste for statistics, publishes the results of a compilation of the Confederate losses during the war as given in Federal accounts. By this it appears that the Confederates have already lost 111,000 men, wounded and prisoners, including women and children, as the commencement of the war was only eight millions; if we believe the Federal accounts then, the conclusion is irresistible that the adult male population has been diminished five times over, and the present Confederate numbers must be dead men pretending to be alive.

It is said that Mr. Lincoln, on his recent visit to General Grant, said along the lines of the Union Army, "I wish I could see those chaps and their old, ragged uniforms"—for four of them.

DEATH FROM HYDROPHOBIA.—It is with regret we have to announce the death, on Tuesday morning, July 6th, at Perry, of John King, of this dreadful malady. About a month ago, Mr. King, with his wife and two children went to visit his mother-in-law, who lived in Danvers. While there, a dog was seen worrying his mother-in-law's sheep. Mr. King went out and pulled the dog off a sheep standing by the back of the neck and choking it as much as possible; in the struggle the dog struck him on the lip either biting him slightly or knocking off a snag that was on his lip. Mr. King succeeded in killing the dog; sweating considerably on account of the laborious operation, and being in his shirt sleeves, he recollected wiping the perspiration off his face with his sleeve, on which considerable of the dog's blood had been spilled. He noticed some froth on the dog's mouth at the time, but paid no further attention to it. On Saturday, he felt very strange, very thirsty, yet not desiring to drink anything; in fact, it brought on this strange feeling of horror, to look at anything drinkable. On Sunday he went to church, and while in town, called at Dr. Tracy's to try and get something to do him good. The doctor not being at home he returned across the bridge on his way home, and felt terrified at the sight of water. That evening he was a raving madman, taking six or eight men to hold him. Poor fellow, he suffered dreadfully, was perfectly unconscious to within a few minutes of his death, and met his death manfully at about half-past four on Tuesday morning. King, together with his wife, received the rites of Confirmation at the hands of the Bishop of Ontario, at St. George's Church, on Wednesday last week. Six days afterwards, he was a corpse.

The trial of the guns still goes forward in England. At present the test is in regard to the endurance of the Armstrong and Whitworth 12-pounders. Some 2,500 rounds of shot and shell have been fired from each. Whitworth excels in range, Armstrong thus far in accuracy. There have been 34 stages of the competition in all—namely, 12 with solid shot, 11 with segment shell, and 11 with common shell; and out of these trials, judging by the tracings, Sir William has won 14 times, has been second 11 times, and been third nine times. The breech-loader has been first seven times, has been second 13 times, and has been third 14 times.

The Paris correspondent of the Daily Telegraph, who says the Pope is rapidly sinking, in spite of the declaration to the contrary, asks—"And what will be the effect of the demise of the triple crown? I fear nothing but a conclave of Rome—a French Pope and prolonged protection. In the meantime, nice little squabbles are going on between the protected and the protectors. As for the Roman themselves, I would contract with you that they will be the first above all things, remember that 'Heaven helps them who help themselves.' Had some such 'home assistance' been raised in 1862, perhaps the autumn would not have been such a stain on the annals of Italian history."

The Herald. CARLETON PLACE. Wednesday, July 20th, 1864.

The Coroner's inquest on the bodies of the unfortunate victims of the late railway accident below Montreal has revealed the fact, that proper care is not exercised in the management of the road. The verdict of the jury appears in our columns to-day, and amounts to a charge of gross carelessness against the engine driver and a censure against the locomotive foreman for want of judgment in putting a driver in charge of a train, who was not well acquainted with the road.

The evidence adduced goes to prove that the rule, to stop trains before crossing the swing bridge is very rarely observed. And for this negligence the company and managers of the road are to blame. The cause of the terrible accident is not so much on the driver of the train as it is on those who entrusted the lives of so many passengers in the hands of an inexperienced person.—Burney—the driver of the train had only been appointed a few days before the accident, and had never been in full charge of an engine on that section of the road. He had, it is said, passed over it something like twenty times in all as a fireman, but there is nothing in the evidence to show that he had been over the road within three months of the accident. The jury have referred in their verdict to another prominent point in the evidence, that the locomotive foreman King took no pains to ascertain whether Burney had a knowledge of the road or signals. Another important matter connected with the management of the train, which the jury seem to have overlooked, is the fact, that there was but one brakeman appointed to this train carrying the precious freight of five hundred lives, while it is customary to appoint two brakemen to ordinary freight trains. Mr. Shakespear, the brakeman of the train, instead of being at his post with Burney on the engine up to the time of reaching St. Hilaire, at the request of Burney to point out the road and the grades. At St. Hilaire the conductor assumed charge of the brakes, while the brakeman was sent to trim lamps. That, owing to a curve in the road, the semaphore signals are not visible until near the bridge. The train was run upon the bridge at the rate of fourteen or fifteen miles an hour, a speed at which it would have been impossible to prevent the catastrophe if the danger signal had been observed. The engine was found reversed. The evidence tends to corroborate Burney's statement of his ignorance of the road. It appeared that the emigrants were placed not in second-class passenger cars, but in cattle and grain cars with temporary seats running lengthwise at the sides and in the middle. The grain cars were ventilated by keeping open a side door, but there were no means of getting out of the cattle cars. The emigrants were thus poorly accommodated in consequence of the Company's delinquency of stalling stock. The jury made no reference in their verdict to this condition of things. In these miserable boats the emigrants were huddled with-

out any of the conveniences of ordinary railway travel. They were deprived of cloaks, water was scarcely supplied, and the accommodation was in every sense bad. If the Grand Trunk Company's officials wish their line to become a popular route of emigrant travel to the Western States, they must make better provision than they did for the ill-fated passengers of the Necker. This investigation, we are constrained to say, has revealed a condition of things with respect to the management of railway trains that is not creditable. There is a laxity about the government of servants which is far from assuring. The company as bound by law, may issue wise rules, but if such rules be habitually set aside and no punishment follows their violation, then it must be said that railway travelling under such regulations cannot be other than unsafe. This accident and the facts which it has revealed more than demonstrate the necessity of a rigorous inspection of railways by responsible government officers.

A story is going the rounds of the press to the effect that immediately upon Mr. Brown's joining the Government—and in direct contravention of all that gentleman has said and written as to municipal indebtedness—that the debt of over a million of dollars due by the County of Oxford to the Province has been cancelled. The story is well told by the "Leader"; but will require additional confirmation to make it credible. If it be true, the government must extend their liberality farther than South Oxford; and devise some plan for relieving all the incumbered municipalities. They must be all put upon the same footing. If this is not done, it will certainly be a very ominous commencement of the financial management of the new Coalition. Truly the reign of "corruption" is not yet over, if it shall turn out, that the first act of the new party is the remission of a debt of over a million of dollars due by a constituency represented by one of themselves; and to make it appear worse, within two days after being sworn into office, and a few days preceding his appearance in the county for reelection. Perhaps some of the newly constituted organs of the government will throw some light on the matter.

DROWNED.—It is our painful duty to record the death by drowning, of William Hilliard, a fine, smart and respectable boy, about 16 years of age, and son of Mr. James Hilliard, of Clayton. He and his mother went to Mr. Gillies' Mills, in Lanark, on Saturday last, to get some milling done, and while there the boy went in the pond to bathe, unaccompanied by anyone; and the water being very deep and the boy being unable to swim, he immediately went down. He was observed by two small children, who told the miller, but before his body got to the vital spark had fled. He was immediately brought home by his poor, heart-broken mother, and some assistance, and was interred, on Sunday evening, in St. George's Church burying ground, under the auspices of the Sons of Temperance, of which society he was a good member. His sudden death has caused quite a gloom to be cast over the neighborhood in which he resided. The parents have a large circle of sympathizing neighbours.

The twelfth of July was celebrated here on Tuesday last, by a number of Lodges from various parts of the country. We believe the proceedings passed off in as good order as could be expected considering the number and variety of persons who were present. We have heard of only one accident during the day and that happened to a young man named Nowlan, from Frankton. It appears that a few individuals who got on board at Frankton without tickets evaded the conductor until they came near the bridge at Carleton Place when they jumped off. Nowlan, amongst the rest, not taking the precaution of "looking before he leaped" precipitated himself a distance of over twenty feet on the rocks below. He was severely hurt, but it is hoped he may recover.

The Yankees at Baltimore seem to have been frightened almost out of their wits. A writer from that city says the excitement in Baltimore baffles description. People finding the avenues leading from the city blocked, rushed for the Philadelphia boat. Women rushed frantically on board, leaving husbands and children on the dock, and men hurried on the boat, while their wives and children were screaming and imploring to be taken on board. The Provost Guard was utterly unable to preserve a semblance of order.

Trunks by the dozen were abandoned on the wharf. We understand that heavy showers of rain have fallen in other parts of the country, and improved the prospects of hay and other crops. In this place everything of a vegetable nature is withering. We believe that such a continued drought was never known here before; and at the time we write there is no sign of rain. To make matters worse fires are raging in different parts of the country, burning meadows, fences and other property. Two or three days' rain, now, would be a great blessing.

CORRECTION.—We have received one of Rowe's celebrated Royal Coffee Pots, and have given it a trial. It is just the thing for making a good cup of coffee. Manufactured by John Butler, Arrisport. See his advertisement.

We are sorry to hear that the little steamer Spirit Queen, on Ottagy Lake, near Perth, was burned a few nights ago. We have not heard the cause of the fire.

A scandalous piece of business is reported as having been carried on for some time in the ancient capital. The "Witness" says that a person in business in Quebec, named Cremasie, disconcerted for several years a large amount of his own promissory notes with the endorsement of two gentlemen who have figured as Ministers of the Crown—Mr. Cauchon and Mr. Sturtevant. Another person named Cole, and another Cremasie were also endorsers, but we do not know that they have been in public life. The endorsers admit that for a good while the endorsements were genuine upon this accommodation paper, but alleged that latterly they were forged. Cremasie absconded, and a broker named Healy, who had negotiated the paper, was tried for uttering forged notes and acquitted, Judge Hammond charging as follows:—"The balance of proof is in favour of the genuine character of the endorsements, creating a painful doubt in my mind, considering that Mr. Evanturel, Cremasie, Cauchon and Cole had declared on oath that three endorsements were not their signatures."

Messrs. Evanturel and Cauchon admitted that they had had knowledge for some time of notes bearing their forged signatures, being in circulation, and yet they took no step to bring the forger to justice, but remained on terms of companionship and friendship with him till he had taken himself out of the way, and then the said signatures are publicly repudiated. Nay, the Quebec "Mercury" says that Mr. Evanturel, chief of the Bureau of Agriculture, (highly favoured Canada) offered the alleged felon the lucrative appointment of Secretary of the Board, providing he would live on £100 a year, and give the balance of his salary to the clique of endorsers. This cannot surely be true. One thing, however, appears to be true, namely—that, whilst the alleged forged paper is liberally distributed among the Banks of Quebec, who of course are the sufferers, La Bank Nationale has been kept clear of its circulation. Are men who have been mixed up in this way with criminal transactions, exactly suitable for Cabinet ministers.

Quite a little debate has taken place in the Imperial Parliament on the question of the defence of Canada. The subject was brought up on motion by Mr. Adedley—"That in the opinion of this House it is inexpedient that British troops should be stationed upon exposed points of the Canadian frontier unless adequately supported by Canadian forces."

Mr. Cardwell expressed his entire agreement with the motion and intimated the intention of the government to concentrate the 9,000 men, now in the Province, in Montreal and Quebec. The main argument of the debate lies in the danger to the red coats when scattered through the province, of being gobbled up at any moment by the Americans. Lord Robert Cecil, who appeared most alarmed gave very free expression to his fears; a portion of which we quote from the "Globe." He said—"Suppose that at the end of this year there were to be a termination of hostilities between the North and South; suppose the exigencies of a large armed force, the pressure of the political difficulties, and the confusion consequent upon the termination of a civil war, should lead the Northern Statesmen to find an issue for their difficulties by making a raid in Canada. * * * There was a very serious danger; but if the Canadians did not choose to make preparations, and allow their territory to be over-run, it was their affair not ours. * * * But the terrible thing would be if any considerable body of British troops were surrounded and made prisoners." And to guard against such a contingency, his lordship recommended the immediate removal of the troops to Quebec, just as though we should have no indication of the course of affairs, no cause of suspicion that would place us on our guard—just as though the whole raid could be planned, prepared and put in execution without the slightest warning—just as though in the few hours necessary to "concentrate" a Northern army could invade us and carry everything before it. We wonder what Lord Cecil thinks Canada is like.

We cannot help thinking that his fears are less real than imaginary, and we agree with the "News" that the idea of cooping up the British troops in the fortifications at Quebec would not only be a disgrace to British arms, but a mockery to the people of Western Canada, who are told, in effect, that they must defend their own homes, or permit them to be ravished until the invaders gain courage to attack Montreal and Quebec, where they could be repulsed. It is usual to send the elite of a military force to the field, and to garrison the strengthened positions by troops of less valor or discipline. But the proposition suggested in the House of Commons is to reverse such a rule, to place the raw and untried troops in the point of danger and honor, and to shelter the drilled and competent forces under the walls of Quebec. If it should ever be the lot of Canada to be entangled in a war on account of Imperial foreign policy we shall need better generals than the amateurs of the House of Commons, better guardians of British military renown than Lord Cecil, and more liberal Secretaries than Mr. Cardwell, who thinks that the Canadians should pay for the maintenance of troops which are not to be sent beyond the shadow of Quebec for fear of danger.

There is nothing particularly exciting from the war. The rebels succeeded in recrossing the Potomac, carrying off a vast amount of live stock and other property, as a supply for their men. To secure these supplies was probably their object in making the raid.

The Washington Bureau of Agriculture reports the breadth of wheat sown this year, about thirty per cent. of average, and that of corn an average, and by passing a large crop. Potatoes, Wisconsin and Minnesota, a drought is complained of.

Correspondence. July 7th, 1864.

DEAR HERALD.—I am laid up, "high and dry" at a railroad village, waiting the passing of the tardy hours for to-morrow's stage to convey me inland. After travelling a few hundred miles, at railroad speed, it is harassing, especially to an irritable fellow, to be bored in this way by a paltry score or so of miles, at the fog end of a journey. I have been "up West"; and on going had the pleasure of studying the thoughtful features of our new Provincial Secretary, who was on his way "to face the music" of another election struggle in Ontario. Mr. McDougall's features, in repose, are lugubrious; and even when lit up by the expression of some passing thought, they wear an aspect of thoughtful sadness. This may be the effect of too continuous mental application to the exclusion of the lighter fancies and social gaieties, which would pleasantly modify such a temperament. It is pleasant to see the thoughtful brow unbend and the mental fibres relax their strain, while the keen eyes cease to peer into the problem beyond and the stern man becomes for a time a cheerful, social or merry companion.

Mr. McDougall has not learned, or does not practice, this happy art; hence the countenance "sticked" over with the "pale mist of thought." Mr. McKellar, M. P. P. who accompanied him, seemed to possess these latter qualities without the thoughtful ones. His corporosity, jovial and round, knows not of the wear and tear of an active mind. The iron and the clay predominate, and hold in abeyance that finer essence which distils itself into thought, and plan, and mental product.

Mr. McDougall is likely to be strongly opposed; whether he will be defeated or not no man can say; but, of whatever abrogation of principle or duty he may be culpable, it is probable he is not one whit more chargeable in this respect than any other of our public men, either past or present.

Toronto continues gradually to fill itself up. A stranger notices how the roar of traffic gradually increases from ten o'clock or so till three and later, and then keeps up into the night: while every hour, almost, day and night, those demon-locomotives are shrieking their unearthly music and rushing wildly about along the city's front.

Eleven o'clock p.m. is not the most pleasant hour of the day to set out on a railway journey. To Detroit from Toronto upon the Grand Trunk costs just three dollars, first class carriage; and an additional fifty cents secures a berth in the sleeping car.—This moderate fare is still further reduced on the return trip since a ticket is paid for in American money, and one dollar and a half of our's suffices. Morning is well advanced in our approach Lake Huron; the country here is flat, well timbered, and with heavy looking soil, rounding the southern end of that lake it becomes light and resembling "plains" with stunted oak, &c.—The depots and Ferry are near the outlet of the lake, and the towns of Sarnia and Port Huron farther down the river. The Grand Trunk buildings, on this side, are extensive and in good style. We cross the river on a ferry boat, have luggage examined by the customs officials, and are on the soil of the great republic;—the land of greenbacks, wooden outages, and "Highfalutin." It is some sixty miles to Detroit, chiefly in a southerly direction. The portion of the state of Michigan through which we pass is level and seems favourable for successful cultivation. I think it might be compared to that portion of country between Carleton Place and Almonte. The railroads running west from Detroit diverge at a point about three miles south-west of that city; and to this "junction" the G. T. R. brings us. Here scores of passengers for the far west change cars, and are hurried away without seeing or being detained at Detroit. There seems to be a great deal of travel on these Western roads. Trains come in and go out, to and from Milwaukee, Chicago and the Illinois Central route, sundry times a day loaded with passengers and freight.

Detroit is a fine city, well built, the brick work of the houses not usually showing itself, but coloured some light, though not gaudy colour, which, with the lettering conspicuous everywhere give it a cheerful and pleasing aspect. The carriage way of the streets and avenues are paved throughout with round stones of moderate size, driven down hard, raised in the middle and sloping gently towards the sides. In wet weather they are probably less "slushy"; and when made, more permanent than macadamizing. Across the river on this side is Windsor, a small town; which in apparent size contrasts unfavorably with the large yankee rival.—Why should it be so? The country through which we have passed is suffering fearfully from drought, and the crops are later and look worse than in Central Canada West. I saw comparatively little fall wheat: many fields of barley do not conceal the ground; oats a few inches high show impatient signs of "shooting" out, clover is quite burned up; and indeed, in clay land, which is cracked and fissured by the long drought succeeding the spring rains, the probability is that the crop of any kind will not be half an average in either grain or straw. The first sign in a sleeping car one slumbers but lightly—the continual roar of the iron track scarcely ceases to vibrate in the ear; and a small-walkfulness prevents the sense from becoming "stagnant in forgetfulness." During the day the seats are arranged like those of an ordinary car, but when repose is demanded, a double berth is constructed between every two seats and a single one overhauled. The second night on the return trip, I slept like a top,—went asleep at Sarnia and woke up within forty miles of Toronto.

Something had occurred to delay our train, and on rallying out, it was soon learned that the locomotive of a freight train coming towards us had broken away from the tender, ran a mile and a half ahead, and was seen just in time to prevent our racing into it. The accident happened at Anson; and at the moment the locomotive sprang away from the coupling, the fireman, thrown off his balance, fell down on the centre of the track and was crushed by the brakes of the freight train, still in motion. Poor fellow! He was removed to a public house near by, and medical aid procured, but his shoulder and arm had been crushed almost into a jelly, and before we had slowly worked our way down over the damaged road he had ceased to live. Among his last thoughts was concern for his widowed mother who was said to reside in Toronto. Alas! how little know we of the time or the manner of our death! The iron horse puffs away as fiercely as ever, and the iron road rattles; its loose iron and decaying ties giving sure passage of future accidents;—five portions of the Grand Trunk railway are now notoriously unsafe.

My landlord is getting fidgetty. I am writing in his best parlour, by the aid of his best coal oil lamp, with ground glass globe, &c.; and he evidently thinks it is time this episode was ended—and on consulting my watch,—I think so too. So good night. Yours faithfully, TODDLES.

For the Carleton Place Herald. MR. EDITOR.—A Temperance Picnic was held in Mr. J. Stewart's Grove, Ashton, on Thursday, the 7th inst. The day was all that could be desired for such an occasion, and the attendance large. The place selected was the summit of a beautiful hill, crowned with luxuriant maple trees, overlooking the Village.

About noon upwards of two hundred persons had assembled on the grounds, consisting principally of the youth of the fair sex, with about an equal sprinkling of the young of the masculine species, exhibiting a display of health, strength and youth not ever where to be met with, all rejoicing in health and buoyancy of spirit—genuine specimens of glowing life, seeking to pass a few hours in social conversation or healthful exercises and invigorating amusement.

After amusing themselves in various ways for about two hours, and thereby quickening the relish for the true enjoyment of life, they partook of the viands that were served round, which, although consisting of the simplest elements, yet comprised several delicacies, and were upon the whole excellent, and well suited to the season. Nature's wants being thus supplied they were then prepared for the feast of reason.

At half-past two o'clock the assembly was called to order, and after prayer by the Rev. Mr. Halcroft, the chairman, Mr. R. Kennedy, rose, and having briefly stated the object of the Picnic, and expressed his regret on behalf of the managing committee at the absence of several gentlemen who were expected to have been present to deliver addresses, then went on to make some remarks in reference to the temperance cause in general, and of the present system of tavern licenses, by which any individual may obtain privilege to erect a "den of iniquity" in almost every locality, and deal out to poor infatuated mortals that soul and body-destroying liquid—Alcohol; and then called upon the Rev. Mr. Halcroft to address the audience, who came forward, and having expressed his satisfaction in the day's proceeding, went on to show the effects of intemperance, both mentally, morally and physically on the human race, and finally appealed to the young ladies to nobly lead the helping hand in the cause of temperance, at the same time animating reasons why they should, which showed that they invariably suffered most from the effects of intemperance. The chairman, after a few remarks, introduced the Rev. Mr. Armstrong, who spoke at considerable length in a very pleasing manner, on that important topic—intemperance,—illustrating the point by citing some anecdotes, and concluding by calling attention to certain clauses in the late temperance bill, which have a tendency to lessen the mischief caused by parties under the influence of liquor. The benediction was then pronounced by the Rev. Mr. Halcroft. Instrumental music was offered at intervals between the speeches, as well as the recreations of the day. A procession was then formed, headed by the Sons of Temperance, with music, in which almost all joined and marched through the principal streets of the Village and back to the grove, when all separated to their respective homes.

Yours, &c., JULY 15th, 1864. FILAUM.

To the Editor of the Carleton Place Herald. Renfrew, July 16th, 1864. DEAR SIR.—After perusing most attentively the report of the match, Renfrew vs Arrisport, in the columns of the Herald, we are much surprised that the bowling and wicket-keeping with the batting of certain players should have excluded from honorable mention, at least one, whose marked abilities as a Cricketer has generally been appreciated.

We have no doubt that your worthy correspondent in his report intended to act impartially, but when we bring to his notice the fact that the bowling of the one was equal to that of the other, and the Score superior, we cannot possibly imagine why the one should be eulogized and the other, not forgotten, but unnoticed and in oblivion.

DESERVED CAUGHT.—Some few days ago, Edward Davis, the "lookout" man of the Military Train stationed at St. John's, nabbed a private of his regiment who was boldly endeavoring to effect his escape to the south of 45°. The prisoner, whose name is Murphy, was formerly a pay sergeant in the Military Train, now stationed at Montreal. When accosted by Davis, he gently intimated that his interlocutor was mistaken in the person he was addressing. Respectfully differing with him, however, Davis called assistance, secured the deserter, and proceeded with him per next train to Montreal, where he is now confined, awaiting sentence from a court-martial.—St. John's, (C. E.) News.

It is proved by careful estimate that about one in forty of the vessels that attempt to run the blockade at Wilmington are captured; and that some single night as many as ten or twelve steamers go in and out of port without suffering molestation. Blockading vessels often pick up as many as five hundred bales of cotton which the Confederate steamers have thrown overboard to a child's capers. A blockade runner has only to make one round trip to pay for two new ones and their engines, and see the enormous profits of the trade.—Boston Herald.

Minutes of McNab Council. May 16th, 1864.

Pursuant to notice the Council met this day in the Town Hall, as a Court of Revision. Present: Messrs. Paris, Stewart, McLaren and McCreey, in the absence of the Rev. Mr. Paris was appointed chairman. After disposing of the several appeals which were presented they met as a Council, Mr. Paris in the chair.

The Minutes of last session of Council were read, approved, and signed by the chairman. All original communications, petitions, &c. were presented and read. Mr. Stewart gave notice that he would, during the present session of Council, introduce a By-law for the appointment of Pathmasters instead of those who have resigned, and also, a By-law for the distribution of the Statute Labor for the current year.

Mr. Stewart moved, seconded by Mr. McCreey, That the By-law for the distribution of the Statute Labor for the current year be now introduced and read a first time and referred to a committee of the whole to have the blanks filled up.—Carried. Mr. Stewart moved, seconded by Mr. McCreey, and Resolved, That this Council go into committee of the whole to consider all the petitions and other documents now before it and report thereon.—Carried. On the Council again remaining the following committee report was presented and read: The Commissioners from Arrisport council of the appointment of an Arbitrator, we order that the clerk do communicate with that there is an Arbitrator already appointed in behalf of this municipality, and that this Council is prepared to proceed with the arbitration.

Petition of John Byrne, and others, praying for their Statute Labor, postponed on the 9th concession line, will get due consideration when distributing the Statute Labor. Petition of Mrs. O'Donnell for support for her family, we recommend that the sum of \$1 be granted and that the Rev. J. expand the same. Petition of James Carmichael, and others, to obtain the 4th concession line will get due consideration when distributing the Statute Labor.

Petition of Peter McMillan, and others, relative to an obstruction on the road allowing between lots 25 and 26 in the 5th concession, we recommend that no action be taken in the matter. Petition of David Phillips, and others, praying for assistance to open up the 12th concession line will get due consideration when distributing the Statute Labor.

Petitions of Wm. Hamilton, John Tough, Alex. Wilson and Duncan McNab, relative to Statute Labor, will get due consideration when distributing the Statute Labor. Petition of Andrew Hamilton, J. B. Greenhields, agent, relative to arrears Taxes on lot No. 6 in the 6th concession, we order that the clerk do communicate with the County Treasurer on the matter. Petition of Alex. Stewart, and others, for support for Robert McNeil's family, we recommend that the sum of \$10 be granted and that James McCreey do expend the same.

Petition of John McDermott, relative to arrears Taxes, we order the clerk to communicate with the County Treasurer on the matter. Petition of Andrew Hamilton, and others, relative to the Balmer's Island Bridge, we recommend that Messrs. Paris, Stewart, and McCreey be a committee to ascertain what it will cost to rebuild the bridge or if it will be necessary to remove it to some other place, and report at the next meeting of Council. Report of Peter Anderson and John Lindsay, commissioners for work done on the 7th concession line be received and adopted.

Account of clerk for postage, amounting to \$1.22c., we order it be paid. Signed, DONALD STEWART, Chairman. Mr. McCreey moved, seconded by Mr. McLaren, That the report of the Committee be adopted.—Carried.

Mr. Stewart moved, seconded by Mr. McCreey, That the By-law for the distribution of the Statute Labor for the current year, as filled up in the Committee, be now read a second time, and a third time, short, and that it do then pass.—Carried. Mr. Stewart moved, seconded by Mr. McLaren, That the By-law appointing Pathmasters instead of Pathmasters resigned, be now introduced and read a third time.—Carried.

Mr. Stewart moved, seconded by Mr. McCreey, That the By-law appointing Pathmasters instead of Pathmasters resigned have the blanks filled up with the names of James Campbell for Division No. 3, and Alex. McNeil for Division No. 11, and be then read a second time, and a third time, short, and that it do then pass.—Carried. Mr. Stewart moved, seconded by Mr. McLaren, That the Revs do grant an order to the clerk on the Treasurer for the sum of \$1.22c., in payment of postage to date according to Account rendered.—Carried.

Mr. McCreey moved, seconded by Mr. McLaren, That this Council no now adjourn to meet again in the Town Hall on the first Monday in August next at the hour of 10 o'clock, forenoon.—Carried. JOHN D. McNAB, Town Clerk.

There is more danger now to New York from an epidemic than from any other cause. It is in a very filthy state, and I should not be surprised if we get the yellow fever here. It has been long since decided that the disease is imported always into the United States. It was never in New Orleans, Charleston, or Savannah, except imported from the West India Islands. It can be imported into London and into New York. We have employed a new invention here to keep it off if possible. It is to freeze Yellow Jack out. A vessel 150 feet long, anchored at quarantine, has three decks. From every vessel arriving infected with the yellow fever poison, the goods and passengers will be sent on board this vessel, where they will be purified for an hour by being exposed to the power of a frost at a temperature of 20 degrees Fahrenheit until the poison is destroyed, and passengers and goods will then be taken on board of a ferry boat and brought up to the city. The operation only lasts a few hours.—Letter from New York.

Messrs. Brooks and Dabois, Professors for the Metropolitan Bishop of Cape Town, served on Tuesday a copy of the sentence of deposition on Bishop Colenso, in which the Metropolitan says:—"We do accordingly depose and sentence the said Bishop of Natal to be deposed from the said office as such, and his rights and privileges from the Metropolitan Province of Cape Town."

The Builder says:—"We have in London and different parts of the United Kingdom about 16 pairs of 12-balls, 50 pairs of 10-balls, 600 pairs of 8-balls, 1700 pairs of 6-balls, and about 400 pairs of 4-balls, and a great number from one ball to a shillings of four balls; and all these balls of five to six of 12-balls cost each from £200 to upwards of £2,000. So you see what a very rising island England is."

