



The Carleton Place Herald, Published every Tuesday Morning by JAMES POOLE, EDITOR AND PROPRIETOR.

Advertisements will be inserted at the following rates: Six lines and under first insertion, 75 cents and 20 cents each subsequent insertion.

CANADA AND THE COLONIES.

Mr. W. W. Wheeler, Superintendent of the Maine Hall, Quebec, died suddenly on Thursday last.

Mr. Fitzgerald, a shoemaker of Cayuga, who on his way to Hamilton, between York and Caledonia, was met by two men, one of whom seized his horse by the bridle.

THE EARTHQUAKE.—A resident of Andes, near the Quebec, writes concerning the earthquake of October 17th.

A VALUABLE FUGITIVE.—A very valuable fugitive slave belonging to a Georgian, passed through this city to Canada on Wednesday night.

CHOKED BY A POTATO.—A child about two years of age was choked by a potato given to it by an older sister.

HEAVY FALL OF ROCK AT NIAGARA FALLS.—The following account is given by Mr. S. Davis of the Table Rock Hotel, Niagara Falls.

DISCOVERY OF COPPER IN THE COUNTY OF LOTHIAN.—Letters have been received in this city announcing the discovery of a vast location of copper in this parish of St. Flavian, county of Lothian.

MELANCHOLY ACCIDENT.—Yesterday morning an accident occurred at the Station of the Great Western Railway which resulted in the death of a young man named A. Miller.

UNITED STATES.

A gluton at Oyster Point, Connecticut, ate a bushel of oysters last week as fast as an expert negro could open them.

One of Henry Ward Beecher's lady admirers says he has the front face of a lion and the profile of a sheep.

NO NEGRO SUFFRAGE.—The negro suffrage amendment to the New York constitution seems to have been overwhelmingly defeated.

BLONDIN GOES TO ENGLAND.—The immortal Blondin, whose wonderful feats in this country in crossing cataraacts and spanning frightful chasms on almost "airy nothings" has won for him a world-wide reputation.

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RELEASE OF DR. SMETHURST.—This person, convicted at the sittings of the Central Criminal Court in October, 1859, of murder by poisoning, and sentenced to be hanged for twelve months imprisonment.

WALLES AT WINDSOR.—The Prince of Wales arrived by special train at Windsor, at 20 minutes before seven o'clock last night.

THE OIL WELLS.—A correspondent of the Erie [Pa.] Gazette states that among all the hundreds of wells that have been commenced in the oil region, not one has been abandoned hopeless.

BRITISH AND FOREIGN.

Lord John Russell's eldest son has this year matriculated in the University of Edinburgh, where his father himself studied fifty years ago.

Specimens of the new paper for printing, invented in Austria, and made entirely from maize straw, have reached Paris.

THE ALLIED ARMIES.—The allied armies were marching on Peking, where Shaukeo Sian had a large force to defend the city.

THE BANK OF ENGLAND.—The Bank of England raised its rate of discount in consequence of the withdrawal of £300,000 for the Bank of France which was to be followed by £300,000 more.

THE CITY OF MANCHESTER.—The City of Manchester arrived at Queenstown on the 13th.

THE PRINCE OF WALES' FLEET.—The Prince of Wales' fleet has arrived—Details show that the fleet experience had winds and bad weather during the entire passage.

THE MAILS BY THE CITY OF BALTIMORE.—Letters from Gaeta, dated Nov 11, state that Francis II had rejected the proposals for the evacuation of that town.

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GOOD COMMON SENSE.

BY MRS. GEORGE WASHINGTON WELLS. There is a great deal of undeveloped wisdom in a woman's little head.

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WRECK OF THE SCHOONERS "CURTIS MANN" AND "J. S. NEWHOUSE" AT GODERICH.

From the Huron Signal, Nov. 28. A snow storm of unusual severity for this season of the year has swept Lake Huron since Friday morning last. The fears expressed by those experienced in lake navigation, that much of the western shipping might be exposed to its fury, has proved to be but too well founded. About dark on the evening of Saturday the J. S. Newhouse, a schooner of 100 tons, and the Curtis Mann, a schooner of 120 tons, were driven ashore quite close to Goderich harbour. Owing to the severe frost which accompanied the storm, they had become unmanageable, and were consequently placed at the mercy of the raging elements. The first that struck the beach was the schooner J. S. Newhouse. H. J. Blair, master, from Chicago to Buffalo, with 17,000 bushels of corn. She now lies at the spot where she first came ashore, a few rods from the north pier, and it is feared that both vessel and cargo are seriously damaged. About two hours after dark the schooner Curtis Mann, E. J. Thomas, master, from Chicago to Buffalo, with 15,000 bushels of corn, drifted ashore a few rods to the northward of the J. S. Newhouse. She is also in a precarious situation and her cargo is supposed to be badly damaged.

The officers and crews of both vessels—twenty men in all—were saved with great difficulty. The scene presented was one of thrillingly painful interest, and it required the utmost efforts of the willing hands and stout hearts of even sailors to save the distressed on each a victim. The snow was sweeping the beach in blinding drifts, and as the raging surf was dashed over the stranded vessels, some of the poor fellows who were clinging to the hulls and rigging were frozen to their places—so bitter was the cold—and had to be cut loose by their comrades. Although the vessels were near the shore, it was found that the sufferers could not be rescued by means of boats on account of the heavy breakers, and after one boat had been disabled the attempt was given up. Lines were now procured, and after many unsuccessful attempts they were thrown on board and made fast. Communication between the vessels and the shore being thus established the men were all safely landed, although several had narrowly escaped drowning, and now were badly frost-bitten. Much praise is due to Capt. T. L. Dancy, of the schooner Lilly, P. Moore, William McKay, W. Sanders, and others of our early mariners who happened to be in port, and who, at much personal risk, rushed several times into the water in their efforts to throw the lines or to save those who fell, benumbed and powerless, from the surf when attempting to reach the shore.

THE STORM OF SATURDAY.

OTHER DISASTERS ON THE LAKE. During the forenoon of last Saturday, when the ice was yet ragging, a schooner, name unknown, was discovered flying down the river with her anchors dragging. We understand that she brought up safely a short distance below Black Rock. About four o'clock on Sunday morning, when the gale was again blowing hard, the brig Fanny Gardner, Capt. Sullivan, was ashore with four of a mile above the Comet. She was a short distance below Point au Pelee when the storm first struck her, bound up. She now lies easily in the sand, and has suffered but very little damage. Her crew are now in no danger, and the captain and mate came ashore yesterday in the yawl. There was a rumour, also—which we are unable to say was well founded—that the bark Sun had to pieces yesterday morning, on the Canada coast, between here and Long Point. Other rumours, to the effect that the propellers Scotia, Queen of the Lakes and Daotah had met with disaster were current, during yesterday afternoon. The schooner Miranda, which left Buffalo one week ago, loaded with coal, had been lying at Long Point all yesterday morning, when her anchor chains parted in the gale, and she was obliged to leave. She arrived here safely at daybreak yesterday morning, sheeted with ice from hull to cross-tree. When the Miranda left Long Point, 32 seal vessels and two propellers were there at anchor, rubbing against each other, and "flopping about" in the most promiscuous manner. The following are the names of the vessels round propellers, and some of the vessels referred to: Propellers Omah, Pasqua, and Susquehanna; Barks: Sunshine and H. C. Winslow; Brigs: Mary and Wm. Treat; Schooners: Toronto, Gertrude, Rebecca, Lookout, Jupiter and Jas. Rock. The latter is a wrecker. The Miranda also reported that the bark B. A. Standard, which had also been at anchor under the Point, parted her chains at the same time that her own gave way, and had subsequently stranded on the Chataqua shore.

THE CANAL.

On Friday night the water rose in the canal so that by morning it stood full two feet over the low path. Boats were driven hither and thither, and one was washed high and dry on the bank near the Evan's street bridge. All the range of stables and low saloons on the canal margin were flooded. On Saturday only one boat, and that a light one, cleared. It was bound for Toronto. The Rochester Union of Saturday reports business on the Western Division as almost concluded for the season. At Syracuse, according to the Journal of the same day, the breaking of a paddle at lock 49, has made additional delay, and the crowd is but little diminished. The rush at Utica is becoming somewhat abated, owing to the passing of boats once weighed without a second stoppage, for that purpose. There is still a lively movement of produce toward tidewater at Oswego, which probably will only be stopped by the frost.—Buffalo Courier.

THE STORM.

We regret to learn that the schooner Quat Pasha, one of the fleet of Messrs. Goodham, Worts & Willmot, was wrecked in the recent storm. She had cleared from this port for Cape Vincent with a large cargo of wheat, and we believe both vessel and cargo will prove a total loss, amounting it is said, to between \$25,000 and \$28,000.—There was no insurance on the cargo, this firm insuring their shipments themselves. The Schooner was wrecked near Port Bruce on Lake Erie, last Friday. No Canadian vessels arrived in Oswego on the 26th. The bark George, noticed yesterday as ashore at South Bay, with a cargo of wheat, was driven ashore at the Point Cameron. The schooner Racer arrived in Detroit on Tuesday night having blown away her topmast on Saginaw Bay during the storm on Saturday last. Her mainmast was also split. The schooner Enterprise laden with oats, owned by Hamilton and Toronto, is stranded near Point Peter Light House. Another name unknown, on the rocks on the outside Point Traverse, laden with wheat, goes to pieces very fast. The following vessels cleared from Oswego for Canadian ports Nov. 26.—Schooners: Carrie Deer, Horn, Klappan, Sidan, Hens, derson, Toronto, 700 bbls. salt; /s; Louisia Norris, Port Dehouse; Patrick Henry.

NARROW ESCAPE.

On Tuesday afternoon the passenger train from Quebec on the Grand Trunk Railway met with a narrow escape. Between Richmond and Durham, the engine broke a rail, throwing the cars off the track, but remaining on its feet. The cars were dragged along nearly 200 yards in this manner on an embankment thirty feet high, and would have been precipitated over it but for the presence of mind of one of the brakemen, who drew the coupling pin out between the first and second cars, bringing the train to a standstill when at the very edge of the embankment. The passengers were of course much alarmed at their peril, but no one was injured. After a detention of three hours the track was repaired, the cars got on to the rails, and the train proceeded. It is the intention of the Company to reward the brakemen whose promptitude was the means of saving many lives.

LAUNCH OF A NEW STEAMER AT OTTAWA.

Last summer a magnificent steamer, known as the Prince of Wales, was launched from one of the shipyards in Montreal, and placed upon the Ottawa below Grenville, this fall the building of another steamer, to ply on this end of the route, was commenced in Ottawa; she was yesterday launched into her native element, ready for the reception of her machinery. Owing to the great care taken in placing the hull on the slides the launch was performed so noiselessly that few of the spectators knew that the mass of timber forming the new vessel had moved from the dark rolling Ottawa. Feminine hands performed the ancient ceremony of breaking a bottle on her prow, which on this occasion, fastened on the handsome craft the proud name of our reigning monarch "Queen Victoria." When they followed the christening, and when they died away, the steamer Phœnix lent a friendly hand by receiving the Machinery necessary for her outfit. Everything attending the launch was most satisfactory. This new steamer is to be commanded by Capt Brown.—Ottawa Citizen.

DISASTERS ON LAKE HURON.

The brig F. B. Gardner, while off Lake Huron, lost a man overboard. He was aloft on the topgallant assisting in reefing the topgallant; in consequence of its being icy he lost his hold and fell to the water, and before assistance could be rendered he was drowned. He was a Frederick Nelson and he has a wife and three children living in Chicago. The vessels which were out in the blow on Lake Huron, had everything swept from their decks, the crew being forced to flee to the rigging to prevent being washed overboard. The propeller Cayahoga, on her passage down, and when about ten miles below Bois Blanc Island, Lake Huron, lost her mate overboard by his getting foul of the foremast. The steamer Dart came down from Port Huron yesterday, experiencing the trouble from ice until within about four miles from Detroit river. Above that, on the Flat, and in the river St. Clair, there was not yet to be seen. The schooner Dial of Port Huron, lumber loaded, was run into by the propeller Plymouth on Sunday, and sunk on the flats. Some five or six other vessels were grounded on the flats, names not known. Two tug boats were at work getting them off.—Detroit Tribune, Nov. 26th.

OSWEGO, NOV. 27.

The barque Cleve, and a barque supposed to be the Cleveland, are ashore at the head of Long Island. The schooner Nonpareil is at Sackett's Harbour with her sails gone. The barque Fox Island, the schooner Sarah and one opposite Kingsland, the schooner Mary of St. Catharines, is ashore at Pinbar Island. The Tornado is ashore at Tibbit's Point—gone to pieces—crew lost. The Coleraine is ashore on the rocks near Brockville. A white bark, name unknown, is ashore at Cedar Island. Two schooners are on Four-mile Point. The schooner Bayview, ashore at Point Vincent. The Cape Horn is ashore at Point Peninsula; Captain injured.—Buffalo Courier.

THE PLOUGHBOY SAFE.

We learn from Colliwong that the schooner Rescue, Capt. W. Johnston, arrived, and reports having spoken the propeller Kenosha hard ashore on Bear's Kump, Georgian Bay, entrance to Lake Huron, on Saturday morning, the 24th inst.; afterwards spoke the ploughboy, and at 10 o'clock on Sunday morning, sent her to the assistance of the Kenosha.

ENORMITIES OF THE SLAVE TRADE.

From the West Africa Herald. We are not at present able to arrive at a correct estimate of the numbers but we have reason to believe that between the first day of January this year and the last day of August last, not less than 12,000 Africans, from the places we have named (Cape St. Paul, Lagos South Coast) have been carried across the ocean in spite of cruisers. Of what has been going on in this way at the windward we cannot at present speak, for really we have no information on this point. For the truth of the following information we can vouch.—On the 12th of August last a large screw-steamer left Whydah (the great seaport town of the Kingdom of Dahomey) with 1,000 slaves, and got off clear. Whilst embarking these unfortunate creatures were drowned in their chains in the surf by the upsetting of their canoes. This slave-steamer was sixteen days from Aavana to Whydah. Our informant was in Whydah when this occurred, and saw the slaves shipped. He says further in reference to this matter.—"The greater part of those slaves were the property of the King of Whydah's late excursion. Since George (the late King) died Badalung made fourteen slave hunting expeditions. When I was at Whydah all the paths were closed, and legal trade had quite stopped on account of these wars. At this very moment while I am writing, all the whites and head men of Whydah are in Dahomey, where they have gone in obedience to Badalung's orders, to do honor to his 'Custom,' which is being carried out in tremendous style. Thousands of people are being sacrificed, (decapitated and cut in pieces,) and thousands are kept for the slaves." The writer then describes the manner by which the slave-merchants on the coast drive the cruelties and their movements. When a slave is expected, certain flags are displayed, denoting whether the slave is clear or not, and whether she can anchor with safety. The time of the arrival of these ships is usually calculated with great accuracy. The slaves are kept in the bush till the day draws near. If the slave-ship arrives, and the moment is propitious, a cargo of human beings is shipped in an incredibly short time—sometimes two hours. The writer states it as his opinion, founded on correct observation, that an effectual stop could be put to the slave-trade by the extension of British stations along the coast between Lagos, St. Paul's and the south and windward coasts.

THE WAR IN CHINA.

Made up at the War-office which shows the sums that have been voted by Parliament to meet the hostilities in China. There is a sum of £250,000 which was required to cover deficiencies in the estimate of last year arising from the expense of preparing during last winter, for these operations: There is a sum of £1,111,900 being as nearly as can be calculated, the additions made to the army and navy estimates of the current year on account of the contemplated operations; and there are grants made during the session to the extent of £2,206,104, an estimate submitted to meet the expense of the hostilities. These sums, which are now stated to be other than cumulative items, together amount to £2,618,033 in addition to which there have been votes of credit to the amount of £23,366,104 making up a total of not far from £10,000,000 the entire produce of the year's income tax.

THE ITALIAN REVOLUTION.

VICTOR EMANUEL KING OF ITALY. HIS MAJESTY'S ENTRY INTO NAPLES. (FROM THE OPINIONS OF TURIN.) Naples, Nov. 8. On the entry of the King into Naples, Garibaldi sat by his side in the carriage. To-day, at 11 a.m., Garibaldi, accompanied by the Ministers, formally presented to the King the result of the plebiscite. His Majesty received them in the throne-room. The Minister, Signor Conforti, addressed the King thus: "SIRE: The Neapolitan people, assembled in their Electoral Committee, having proclaimed you King by an immense majority, nine millions of Italians are uniting themselves to the other provinces, which your Majesty governs with so much wisdom, verifying your solemn promise that Italy should belong to the Italians. The King replied in a few expressive words. The deed of annexation was then drawn up; the Dictatorship ceased, and the Ministry resigned. The enthusiasm of the people continues. [From the Times.] King Victor Emmanuel has accepted the Sovereignty of Italy. He must have had strict and peculiar notions of etiquette if he had any longer hesitated. He who has disregarded so many rights, who has evaded international law and thrown to the winds international courtesy, who has berated the Emperor and Pope, who has manoeuvred foreign sovereigns out of their thrones, who is branded with revolutionists, and in this moment virtually excommunicated, need hardly be surprised at calling himself King of Italy. His disreputable rival is still on Italian ground. Should the fortune of war, or that obstinacy which often underlies such characters as that of Francis II., cause the defence of Gaeta to be prolonged, it is all the better that the impatience of the conqueror and his new subjects should not be soothed by an instance of ceremony, such as that of Victor Emmanuel, which has given effect to the plebiscite by proclaiming himself King. The man who has not been stopped by the remonstrances of half Europe and by the threats of a first-rate monarchy, must not shrink back before a formal ceremony. That there cannot be two bishops of the same see is an old tradition, and yet there have been instances of expelled prelates, patriarchs, and even Popes, who for a few days there will be two Kings actually exercising royal authority within the same realm. The Neapolitans must make up their minds to be for a time subject to a divided allegiance, and to be traitors to the king de facto or the king de jure. As Victor Emmanuel will, by his act, have annexed some of the Royal Provinces while the Pope is still at Rome, there was really no reason why he should treat his rival at Naples with greater consideration. After what has taken place, friends would have been inclined to smile and enemies to sneer at any further display of scrupulosity. Victor Emmanuel is now King of the Alps. A political revolution has been annexed the Bourbon Kingdom to the happy provinces which are now united under the sceptre of Savoy. Next will come the turn of the Roman States. There also this issue cannot be doubtful. In every district where French bayonets do not keep the people from the ballot-box, the hateful sway of the Pope will be repudiated, and all classes will hasten to transfer their allegiance to the King of Italy. The only fear is lest disturbances may arise through the indignation of the people in the garrisoned provinces. An inhabitant of Rome, or Civita Vecchia, or Viterbo, may be goaded to some rash act by the knowledge that the Roman States are being annexed to the Kingdom of Italy, and his neighbors are forced to remain the slaves of an effete ecclesiastical ruler, to be subjected to the outrages of German Condottieri, or spectators of the rioting of filthy Irishmen. We sincerely hope that the influence of this country will be exerted to secure a large proportion as possible of the people of the Roman States from this unhappy doom. We have always thought that the city of Rome and a few miles of the Campagna are quite sufficient heritage for the Popes, and that even then care should be taken to give the Roman municipal institutions something akin to those which exist in the other Italian States, and his neighbors are forced to remain the slaves of an effete ecclesiastical ruler, to be subjected to the outrages of German Condottieri, or spectators of the rioting of filthy Irishmen. We sincerely hope that the influence of this country will be exerted to secure a large proportion as possible of the people of the Roman States from this unhappy doom. 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KINDNESS.

Oh, speak a word of kindness, it may help a broken heart...

HOW TO FORETELL WEATHER.

The following manual of the barometer has been compiled by Rear-Admiral Fitzroy...

point; or, if the wind veers gradually, at some times afterwards. Indications of approaching changes of weather and the direction and force of winds...

will prove. Also, a bright yellow sky at sunset presages wind; a pale yellow, wet; and thus by the prevalence of red, yellow, or grey tints, the coming weather may be foretold very nearly, indeed, if aided by instruments, almost exactly.

THE DESTINY OF ENGLAND. The Rev. Dr. Cumming, of London lately delivered a lecture in the Collegiate Institution, Shaw street, on the subject of "The Future of England in Prophecy."

and he believed the word most certainly meant dominion of steamboats, which would not only carry Bibles and missionaries to the furthest, but would be consecrated to the highest objects of all—the conveyance of the Jews back to their own land.

municipalities, have been attended with any success. It is doubtful if any candidate will venture to offer himself in Upper Canada at the next election as a supporter of the Ministry.

It is not a joke about the independence of the Ministers which will relieve the number of the Cabinet interested in this case, whoever he may be, of the charge of malfeasance in the unfortunate stockholders in the sum £15,000.

EARLY BREAKFAST. Breakfast should be eaten in the morning, before leaving the house for exercise, or labor of any description; those who do it will be able to perform more work, and with greater comfort and alacrity.