

were the only insects we perceived, and the kingfisher, wild duck, barking crow and snipe the only birds met, although the note of one resembling the thrush was heard in the early morning deep in the woods. Mussels, land crabs and lobsters might have been caught freely, if we had nets or tackle to take them with. There were no signs, whatever, of animal life. The Island, we learned, is called 'Anticosti' about middle way between Belle Isle and Gaspe. It is about 120 miles long, and 40 broad somewhat larger than Prince Edward's Island. The South side is said to be inhabited by a few fishermen, and the people in charge of the light-house. The Northern beach, on which we stranded, bore tracks of frequent shipwrecks, for we came across several masts and spars of large vessels; and there were many cuttings in the forest, and marks of encampment.

**THURSDAY, AUGUST 1.**—Beautiful morning.—Set two men to erect a tent for us, and it was admitted to be the prettiest on the Island. It was constructed of poles interwoven with branches of green fir, and a layer of fir tops on the ground, over which was spread several foils of good broad-cloth from the wreck, in default of blankets, to keep us dry. Made further explorations, but having no change of clothing ashore, we were too foot-sore to continue the walk, our boots having dried on our feet, and caused bad wounds and inflammation. Placed a pole with the tricolor floating from it, in front of our tent.

**FRIDAY, August 2.**—At 7 a. m. a steamer in sight. First perceived from the shore. No watch on board the *Norwegian*. Fired three guns without attracting attention. At the fourth shot she altered her course, and steered towards us. Lighted bonfires on the Island, and set nearly all the tents in flames. Great joy and commotion among the folks ashore. Boat sent off from *Norwegian* to meet her. Proved to be the *United Kingdom*, with mails and passengers from Glasgow to Quebec. Agreed to take us off, and by 3 p. m. all, with the exception of two (one from the steamer, and one from the first cabin who remained behind, voluntarily) went aboard. The two who staid on the Island, did so, under the impression of realizing something from the salvage of the wreck. One of them was said to have secreted nearly £1,000 worth of goods, but as neither provisions nor tent canvas were left for them, their position is anything but enviable.

At 9 p. m. the *Norwegian*, assisted by an unusual high tide, and the unceasing efforts of the crew, got afloat, and with three cleers from both sides, she started ahead of us, and was soon lost to sight. Although no one blamed the captain of the *Norwegian* for running her ashore, as the weather was so foggy, and he had lost his bearing, yet there were few who did not reprehend the manner in which he disposed of the cargo. Had a raft been constructed in the first instance of the yards and spars, the goods could have been placed upon it, and would have all drifted together ashore; or, when he knew that with the tide, he should have selected a few passengers to protect so much valuable property from wanton destruction.

The passengers of the *United Kingdom* who were nearly all Scotch, received us with great kindness, and in every way manifested their good feelings and sympathy. Some gave up their berths at night for our folks to rest in, the vessel having more than her full complement of passengers aboard, and many were compelled to sleep on sofas, seats and benches. On the *United Kingdom* there were in all 130 passengers (130 forward and 20 aft). In the *Norwegian* 200 steerage, and 60 aft, which, with the crew, made her number amount to about 450 souls. She was a smaller and less powerful vessel than the *Norwegian*.

**SATURDAY, August 3.**—At 8 a. m. heavy shower, accompanied with thunder and lightning. About 6 p. m. sighted a small schooner, and altered our course to meet her. It was the *Oswald*, the wreck of which had on board our remaining passengers, mails, and specie. Took all off, and continued our route. The schooner had not made more than 20 knots a day progress, even by fair wind, and had nearly capsized in the storm of this morning.

**MONDAY, August 5th.**—Anchored safely at 5 30 p. m. in the harbour at Quebec, thankful to Providence for having preserved us from the threatening dangers of shipwreck and famine.

Our rescue through the *United Kingdom* can only be regarded as a merciful interposition of the Almighty. Had she not come to our rescue, the *Norwegian* would have foundered against the rocks, in the first storm, and the crew would have perished with her; those on the Island would have died from want and fear, as provisions were scarce, and bedding and clothing altogether wanting, while the remaining few on board the small 20 ton yacht would have died from starvation, or have sunk in the first gale. Each party was exposed to equal though different risks, and the whole experienced the romance without the miseries of shipwreck. One young woman died from the effects of fear on the day we brought our voyage to a close.

I am, Sir,  
Your Obedient Servant,  
F. A. Jr.  
A passenger by the "Norwegian."  
Richmond Hill, August 13, 1861.

The Rev. Alexander Topp begs, in this way, to acknowledge the receipt of the watch which had been taken out of the house in which he lived on Sluiter street, when the premises were set on fire, in the month of April, last year. The watch was handed in, carefully wrapped up, at his door, on Monday evening last, by a young man, who did not wish to be spoken to, and who is of course, unknown. The few printed lines which accompanied the watch would seem to indicate that it had been taken in a moment of temptation but that now some good impressions had been made, and that the heart had yielded to the dictates of an accusing conscience. Let us trust that these impressions may be lasting.—*Leader*.

## Foreign News.

### ARRIVAL OF THE 'BOHEMIAN.'

FATHER POINT, Aug. 17.

The *Bohemian* arrived at 4 p. m. yesterday, with 69 cabin passengers. She also brought \$25,000 in specie.

The *Bohemian* reached Liverpool on the morning of the 8th instant, and passed the *North American* on the 11th, in lat. 56° 18' north, long. 20° 19' west.

The Danish Government had granted important modifications to Shaffner's North Atlantic Telegraph Company, the concessions extending the time till 1874, and returning caution money.

Brigandage at Naples was abating. It was rumoured that a conspiracy was discovered at St. Petersburg to put aside the Emperor and family, and give a constitution to Russia.

**LIVERPOOL MARKETS, August 8.**—The weather is again fine and seasonable. Flour—Moderate sale; prices unaltered. Western Canal, 196 lbs. 25s. a 25s. 6d.; Philadelphia and Baltimore, 27s. a 28s. 6d. Wheat—Full prices were realized on fine descriptions; American red, 2d. a 3d. per cental higher; white and mixed, 12s. 6d. a 14s. 2d. per 100 lbs.; white, 9s. 6d. a 12s. Corn—Fair enquiry at an advance of 1s. to 1s. 6d. per quarter; white, per 480 lbs. 33s. a 34s.; yellow, 30s. 9d. a 31s.; mixed, 30s. 6d. a 31s. Ashes—Pois, 28s. 3d. a 29s. 9d.; pearls, no quotations. Sugars—No change. Consols, 90.

**LONDON MONEY MARKET.**—The funds on the 7th was firm, with a tendency upward, and an advance of  $\frac{1}{2}$  established in consols. The discount market was quiet. Good bills, 4 $\frac{1}{2}$  a  $\frac{3}{4}$ .

### GREAT BRITAIN.

The London *Shipping Gazette* complains of the blockade force, and points to the risks of collision with maritime powers. Other journals harp on a like danger.

The *City of Washington* and the *Illiberian* reached Liverpool early on the morning of the 8th. The *Edinburgh* took £3,000 and the *Bremen* £15,000 for New York.

The *Times*, in a leader on the Galway line, shows distrust on its being commercially profitable.

An anonymous advertisement appears in the *Liverpool Post*, inviting a shilling subscription for a testimonial to Beauregard, in admiration of his skilful tactics.

The *London Herald* says a report had been current that Napoleon, on the receipt of the intelligence of the defeat of the Northern army, had decided to recognize the Southern Confederacy. The statement lacked confirmation and is believed to be unfounded.

Mr. Ten Broeck followed up his Goodwood success by winning the Brighton stakes with *Stork*.

The business at the bank was slack. A fresh fall of 1 per cent. on United States Fives. Gold still continued to flow into the bank.

James Costerboer & Co., warehousemen, London, have suspended. Liabilities about £200,000 sterling.

Messrs. Nottingham, Clough & Co., warehousemen, have also suspended. Liabilities heavy.

There are also rumours of the suspension of a respectable house in Liverpool, carrying on an American agency. Liabilities moderate.

News of the battle of Bull Run was received on Monday the 4th, and caused profound sensation. Northern Americans were much depressed and the Southerners correspondingly elated. There was almost a collision in the Liverpool news room.

Russell's letter to the *Times* is confined to graphic details of the rout of the Northern army. He calls it a cowardly rout, a miserable, senseless panic, and a disgraceful to men in uniform—not soldiers.

The *Times* editorial says the victory was a complete one. The Union army lost all, even their military honour, and wishes it could find something in it to congratulate either victors or vanquished, but sees nothing but what must stimulate the cruel passions of both combatants.

The *Daily News* denounces the *Times*' criticism, but says nothing has happened which was not anticipated as possible. All the journals think the event has closed the door to compromise and must embitter and prolong the struggle.

A Paris letter says the success of the Southerners powerfully operated on Parisian opinion in favour of the Secessionists. Parliament was prolonged on the 6th.

The Queen's speech was read by commission. It thanks parliament; says foreign relations are friendly and satisfactory, and trusts there is no danger of a disturbance of the peace of Europe; also notices the consummation of the Kingdom of Italy, and hopes for a happy result. It says of American affairs that the dissensions which arose some months ago in the United States have unfortunately assumed the character of open war. Her Majesty, deeply lamenting this result, has determined in common with the other powers of Europe to observe strict neutrality between the contending parties. She refers to the settlement of the affairs of Syria, and hopes the arrangements will secure beneficent progress in India. The speech then returns thanks for supplies voted; enumerates the important measures of the session, and concludes by invoking God's blessing.

Ministers said they could enter into no arrangements relative to the Galway contract until the Company was in a position to carry it out, which would not be before February.

Lord Palmerston said he was much disposed to adopt the recommendation of the Select Committee, and give the company favourable consideration.

He also said the Government was not aware of the American Government having resolved to station vessels off ports to levy duties.

The great race between the English yacht *Alarm* and the American yacht *Camilla* was won for the former.

### FRANCE.

The King of Sweden was the guest of Napoleon in Paris.

The *Monitor* announces that the King of Prussia had sent an autograph letter to Napoleon—contents not stated.

It is generally reported that the contemplated visit of the King is postponed, if not abandoned. The King declines to visit Clatons camp unaccompanied by several German Princes who met last year at Baden. He does not wish to appear as acting apart from them.

Bourse very firm; rents 68c. 50c.

### AUSTRIA.

The Emperor has ordered an immediate convocation of the Transylvanian Diet.

### TURKEY.

Ali Pacla was appointed Grand Vizier. Fued Pacla, who returns from Syria. Ministers of foreign affairs; and Kiam Pacla President of the Council of justice.

Sir Henry Bulwer had an audience with the Sultan. The latter expressed deep sense of friendship for England, and his determination to effect large reforms.

### LATEST FROM LONDONDERRY.

Paris, 8th.—To-day the Emperor of Austria received the Minister of the Kingdom of Italy. His Excellency and suite were conveyed to the Tuileries in three state carriages.

Mons. Solar did not appear to-day before the tribunal, and his appeal was dismissed.

M. Calcy was condemned in a fine of 3,000 francs for having participated in the distribution of a false dividend.

It was asserted that an interview between the Emperor and the King of Prussia will take place at Strassburg on the 6th of October.

### RAGUSA, Aug 5.

The European commission for the settlement of the affairs of Herzegovina has been dissolved.

Onat Pacla has addressed an ultimatum to the Montenegrin chiefs.

Onar Pacla's army now numbers 30,000 men, and is being concentrated, with the intention of vigorously carrying on operations.

**LIVERPOOL CORN MARKET.**—There has been an average attendance of country millers this morning. Wheat for consumption demand, both for home and on French account, at full prices. Oats quiet. Oatmeal dull; one sample on the market for which 35s. per 240 lbs. was asked. Indian corn in steady demand, without change in value. Pease scarce, and held for more money.

**LIVERPOOL COTTON MARKET.**—Sales of the week, 63,080 bales, of which 19,200 were on speculation, and 11,610 for export. Imports of the week, 21,530 bales; sales to-day, 8,000 bales; market firm.

### ST. JOHN'S, N. F. Aug. 19.

The *Africa*, from New York, passed Cape Race at two o'clock p.m., on Sunday the 18th.

### Northern Railway of Canada.

Time Table takes effect Monday, April 22, '61

	Mail.	Express.
Leave Toronto.....	7 30 a.m.	4 10 p.m.
Thornhill.....	7 24 a.m.	5 03 p.m.
Richmond Hill.....	8 10 a.m.	5 21 p.m.
King.....	8 28 a.m.	5 35 p.m.
Aurora.....	8 55 a.m.	6 00 p.m.
Newmarket.....	9 11 a.m.	6 20 p.m.
Holland Landing.....	9 25 a.m.	6 34 p.m.
Bradford.....	9 40 a.m.	6 50 p.m.

Leave Collingwood..... 3 08 p.m. 5 40 a.m.  
Bradford..... 3 50 p.m. 6 12 a.m.  
Holland Landing..... 4 10 p.m. 6 26 a.m.  
Newmarket..... 4 25 p.m. 6 40 a.m.  
Aurora..... 4 35 p.m. 6 55 a.m.  
King..... 4 50 p.m. 7 23 a.m.  
Richmond Hill..... 4 25 p.m. 9 35 a.m.  
Thornhill..... 4 40 p.m. 9 50 a.m.  
Arrive at Toronto..... 8 30 p.m. 10 40 "

### New Advertisements.

Agricultural Fall Fair—Unionville.  
Law Notice—C. Durand.  
Vanhaan Garibaldi's Attention!  
To Painters & Glaziers—M. Teest.  
Shingles Wanted—Patterson & Bro.

## The York Herald.

RICHMOND HILL, AUG. 23, 1861.

### New Postal Arrangement.

On and after the 1st September next, a mail will be made up at the Richmond Hill Post Office regularly every evening at 6 o'clock;—to meet the Train going to Toronto.

A mail will be made up as usual, in the morning, for the Train going North.

### PAY UP!

Now that the elections are over, and we have time to attend to home matters, we most respectfully urge upon all parties indebted to us for subscriptions, advertising or job work, the necessity of making prompt payment. The sums in many instances are small, but the aggregate is large; and it is absolutely necessary, in view of our expenses, and constantly recurring liabilities, that at least a portion of what is due to us should be paid forthwith. We trust that this notice will be sufficient, and that our friends will respond nobly to the call which we are compelled to make on them; their duty is plain, and we have no doubt they will perform it—it is simply to "PAY UP!"

### A TRIP TO OWEN SOUND.

#### JOTTINGS BY THE WAY.

TRAVELLERS by the Northern Railway cannot fail to notice the marked improvement that has taken place in the road, since it has come into the hands of the present Superintendent and Managers. They have determined to put it into a thorough state of repair, and the best proof that can be given of the wisdom of this determination, is the greatly increased traffic that has been the result, and the fact that the line is beginning to be profitable, paying at the present time, a handsome dividend to the shareholders.

The greater part of the line has been re-laid, with rails of the new pattern, similar to those in use on the Grand Trunk; and the journey from Toronto to Collingwood may now be accomplished, with much greater ease and comfort, than formerly.

Along a great part of the way the cars run as smoothly as on any other Canadian line. The freight brought by water from the different ports on the lake, at this season of the year, is immense. Enormous trains, laden with heavy logs of extraordinary size, are also constantly passing down. At Bell Ewart, a large saw mill, owned and worked by an American company, turns out no less than a million feet of lumber per month; this having been for some time accumulating, on account of the dullness of the market; the quantity piled along the track, in the vicinity of the station, is truly astonishing, and would, of itself, supply sufficient freight for the road for several weeks.

Those who wish to obtain a favourable view of Lake Simcoe, may do so while the train halts at the Barrie station, by ascending a platform on a rising ground, close to the shore which was erected on the occasion of the visit of the Prince of Wales. This position commands a most excellent view of the northern portion of this beautiful lake, and of the town of Barrie. No more charming spot could have been settled, to give His Royal Highness a favourable view of the picturesque scenery of the place.

Having entertained myself thus far, while the cars were in motion, with reading papers, and becoming weary of that occupation, we took a glance for a few minutes at the appearance and occupations of my fellow passengers, who became less numerous as we approached the northern terminus. On the opposite side of us sat a group of young misses, taken on at the last station, furnished with baskets and tin vessels, evidently bound upon a berry-picking excursion; whose extensive erinoline, however, led to the reflection that the present style of dress is very ill adapted to the business of penetrating thickets of berry-bushes, and collecting their delicious burdens. Nearly opposite to these sat a youth, deeply absorbed in the contents of a rather ancient looking volume of popular songs. From the sounds that reached us, we concluded that he was committing to memory the touching narrative which commemorates the sad and melancholy fate of 'Vilkins and his Dinah.' This praiseworthy perseverance in the pursuit of literature, in the midst of the difficulties presented by the noise and jangling of the cars, of course won our warmest admiration.

The town of Collingwood has undergone but little change within the last two years. A great portion of the business done here is caused by the traffic, which centres at this point as the northern depot of the railroad. The company formed in this town for the purpose of extracting oil from the species of rock deoaminated shale, has entirely failed. Their buildings and machinery were consumed by fire, and this misfortune, combined with the fact that oil is now procured in such large quantities from the rich springs of the county of Lampton, has rendered the enterprise unprofitable, and caused it to be abandoned.

The steamer *Clifton*, that plies between Collingwood and Owen Sound, is a comfortable and fast sailing vessel, owned and commanded by Captain Smith, the indefatigable pioneer of steam navigation on this route. The fare (\$2) between the two places is perhaps too high for the distance; but the captain asserts that the traffic is not sufficient to pay reasonable profits. Yet with a commendable perseverance, he is resolved to keep on until he brings it up to the paying point. It is the general opinion that a lower fare would be the means of realizing larger returns, by inducing a greater amount of travel.

The town of Owen Sound contains, at the present time, almost 2,400 inhabitants. Being the chief market for an extensive and fertile tract of country, quite a brisk business is carried on. The harbour is one of the best on Lake Huron.—The river, which passes through the town having been deepened by dredging, vessels drawing seven or eight feet of water are now en-

abled to pass up without difficulty, and deposit goods at the very centre of the business part of the town. This is a great convenience to the merchants and traders of the place, and it is quite probable that ere long extensive warehouses will line its banks.

From the residence of Sheriff Snider, situated on the high ridge that surrounds the town on three sides, an extended view of the bay and shores, to the distance of ten or fifteen miles is obtained. This elevation will form, as the town increases, a very desirable site for private residences; and doubtless the future merchant princes of Owen Sound will adorn it with their stately mansions.

In the county of Grey the crops this year are said to be remarkably good. Wheat has suffered very little injury from the midge or weevil. In a few places the *army worm* has committed slight depredations, but the entire yield will be abundant. The greater part of it is safely harvested, and farmers generally are cheered with the prospect of better times.

### Whitchurch Council.

The above Council met at the Wellington Hotel, Aurora, on Tuesday the 13th inst.

Members all present.  
Minutes of last meeting read and approved.

### PETITIONS RECEIVED.

From the Town Clerk of Uxbridge, respecting an appropriation of \$25 on the Town-line east of this township.

From Mr. David Marsh, asking the Council for further aid to support A. C. Burkindole, &c.

From S. B. Pearson and William Brodie, for the office of Collector of Rates.

From Wm. McClintock and others respecting the Side-line road, between lots 10 and 11, in the 7th concession, and praying the Council to take action in the matter, and establish the road in accordance with a recent survey, &c.—all of which they declined doing.

From Edward Landy and others, praying for compensation to John Landy for work done on the 6th con., at lots 26 and 27.

From the Trustees of several School Sections and Union School Sections, desiring the Council to levy and collect the following sums respectively, for the support of the schools in said sections, viz.:

School Section No. 2, the sum of	\$188 00
" " " " " "	200 00
" " " " " "	20 00
" " " " " "	150 00
" " " " " "	40 00
" " " " " "	75 00
And the Whitchurch portion of 2 "	75 00

Received and adopted, the report of the Treasurer to the effect that he had received of the Receiver General of the Clergy Reserve fund the sum of \$1,158, \$1,030 of which he had invested in city of Toronto Debentures.

By-law was passed appointing Mr. Wm Brodie collector; and E. Wheeler, Esq., was appointed to advise his sureties.

The sum of \$25 was appropriated for the improvement of the Town-line East, in front of lot 20; and Messrs. Wheeler and Randall appointed to superintend the expenditure of the same.

On motion of Mr. Randall, seconded by Mr. Wheeler, John Landy was allowed 20 days on his statute labor next year.

On motion of Mr. Harrison, seconded by Mr. Macklem, the Council refused to grant further aid to C. A. Burkindole and Julia Leonard.

On motion of Mr. Randall, seconded by Mr. Harrison, the Treasurer was authorized to continue the payment to Mr. George Davis, for the support of William Atkinson, until further orders.

A By-law was passed to assess the several School Sections, respectively, in accordance with the prayer of the said petitions, together with the addition of 5 per cent to cover costs of collection, &c.

Also, a By-law to assess the Township in the sum of \$260, or 2 cents in the \$100 for general purposes; and 1 cent in \$100 for the support of the poor.

Mr. Macklem moved, seconded by Mr. Wheeler, that the Council adjourn, to meet at Mr. Sangster's Hotel, Stonyville, on Tuesday, the 17th day of December next, at 10 o'clock a.m.

### Markham Council.

The above Council met at Size's Hotel, Unionville, on Saturday, August 17th.

Members present—Bulton, Bowman, Fenwick and Marsh.  
Minutes of last meeting read and approved.

Mr. Marsh introduced a By-law to assess School Sections Nos. 13, 17 and 18 of this township, for general school purposes, which passed through its several readings, and was ordered to be signed by the Reeve.

Mr. Marsh moved, seconded by Mr. Bowman, that the amount received from the Clergy Reserve

### FUND BY THIS TOWNSHIP FOR THIS YEAR.

be divided among the several School Sections and Union School Sections of this township, according to the average of the same.—Carried.

Mr. Fenwick moved, seconded by Mr. Marsh, that the sum of \$17,500, be granted to complete the new bridge, between lots Nos. 15 and 16 in the 5th concession, to be expended by the former Commissioners.

Mr. Fenwick moved, seconded by Mr. Marsh, that the account of John Mansfield, amounting to \$44 25c., be paid.

### YEAS.—Fenwick and Marsh.

**YEAS.—Bowman.**  
After considerable discussion on the general business of the township, the Council adjourned until the first Saturday in October.

### The Provincial Exhibition.

This, the 16th annual Exhibition, will be held in London, C.W. on the 24th, 25th, 26th and 27th of September. It is now fifteen years since the first Provincial Exhibition took place, and we need not say, it has increased its sphere of usefulness with its growth. To this association we owe, in a great measure, the progress the Agriculturist and Mechanist has made in the development of the resources of the country.

### DEATH OF THE EARL OF TRAUQUAIR.

From the *Peelshire Advertiser*, August 3. It is with deep regret that we announce the death of the Right Honourable the Earl of Traquair. The melancholy event occurred at his Lordship's seat, Traquair House, in the county, yesterday morning, at a quarter past ten o'clock, and was not altogether unexpected. About two years ago the noble Earl had an attack of paralysis which so very much enfeebled his health that he rarely if ever was able to leave his room afterwards. On Wednesday night last he suffered a second attack, from which he never rallied, but lingered until yesterday morning, when death released him. Charles Stuart, Baron Stuart, of Traquair, and Earl of Traquair, and Baron Linton and Caledonia, in the peerage of Scotland, was born on the 31st of January 1781, and had consequently reached the 81st year of his age. He was the son of Charles, 7th Earl of Traquair, and of Mary, daughter and co-heiress of George Ravenscroft, Esq., of Wickham, Lincolnshire. He succeeded to the title, as 8th Earl of Traquair, on the death of his father in 1827, and never having married the title dies with him. By his habitual and unostentatious acts of benevolence and charity to the poor, and by his great liberality as a landlord, as well as by his Christian character, Lord Traquair had endeared himself to all; nor was he slow to lend his wealth for the furtherance of and public schemes likely to benefit the community and the country at large. His last act of this kind was to subscribe the sum of £3000 to the Galashiels and Peebles Railway—a project in which he took the deepest interest, and had hoped to see completed. Of his liberality as a landlord every tenant on his estate has had many proofs. He was ever ready to listen to suggestions for the improvement of his land and the comfort and prosperity of his tenants. In this respect Traquair is a model estate. Liberal to his tenants, the late Earl, as we have said, was no less benevolent to the poor. We believe that there is not in all the neighbourhood a deserving object of charity who has not been fed by his bounty. Naturally of a retiring disposition, the late Earl of Traquair did not mix much in public life or public affairs; few less. But while this was true of him, it may be said with equal truth that very few men indeed have lived more heartily respected, and have died more justly regretted.

### FATAL ACCIDENT.

—Yesterday forenoon, about eleven o'clock, Mr. Lever of Weston, an old man between eighty and ninety years of age, accidentally fell down a hatchway into the cellar in the wholesale warehouse of Messrs. William McMaster & Nephews and sustained such injuries that he died about an hour after the accident. Deceased entered the store in a hurried manner at the time above stated. He appeared very excited, and rapidly passed Mr. McMaster, who was standing in the office near the door, who bowed to him as he entered, although not acquainted with him. At the first counter several of the assistants were engaged, but deceased kept on his way up the store, and passing round a handtruck which was standing on the floor, he walked deliberately into the hatch way which was open, and fell head foremost into the cellar, a distance of about nine feet. He was got out without loss of time, and in an unconscious state, although he did not appear to have sustained any outward injury. Medical aid was at once procured, and the unfortunate man conveyed to the American Hotel, but he expired about an hour after the sad occurrence.—Deceased was not known to any person in Messrs. McMaster's establishment, but a perusal of some papers found in his pockets, made them aware that he was connected with the *Guardian* office. Rev. Dr. Green was at once notified, and visited deceased shortly before he expired. Coroner Hollowell opened an inquest on the body yesterday afternoon, but it was adjourned till to-day.—*Globe* of Friday.

### IN DETROIT DURING THE WEEK THE FALL GRAIN TRADE WAS FAIRLY INCREASED.

Under the influence of an active competition wheat advanced 21 cents in three days, but the market at the close became settled at a decline of 5c from the highest figures. Last Saturday the market rates were 25c for red and 90c for white.

### FREEDOM OF THE PRESS.

From the *Leader* of 20th Aug. 1861.

The following papers have been suppressed by the military authorities or destroyed by mobs within the last few weeks: State Journal..... St. Louis, Mo.  
Herald of the Observer..... Kansas  
Clinton Journal 'mobbed'..... Kansas  
Democratic Standard 'mobbed' Concord, N. H.  
Baigor Democrat 'mobbed'..... Bangor Me.  
Missouri Bulletin..... St. Louis, Mo.  
Massonian..... St. Louis.

We take the list as it is circulated. But it is incomplete. The *Empire State* furnishes at least one other instance, but if a grand jury have their way, four in the City of New York will be added. The South has not been heard from on the subject, but there have been more mob and military suppression there also. In both sections, the great guarantees of freedom—free speech, free journalism, the *habeas corpus*, and all that constitutional countries hold most dear—are trodden under the iron heel of the military authority. Not since the first French revolution has there been so many outrages in the name of liberty.

### THE AMERICAN REVOLUTION.

Washington Aug. 20.

Brigadier General Anderson left here yesterday p. m., for Kentucky. His health is not fully reestablished, but he is anxious to be on active duty, will at once resume command of his department. (