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Travellers' Guide.

Trains arrive and depart from the Kingston Station as follows:

GOING EAST.

1:45 a.m.	1:30 p.m.	Mixed train 3:15 a.m.
	1:50 "	" " 6:15 "

GOING WEST

4:15 p.m.	3:30 a.m.	Mixed train 6:45 a.m.
4:25 "		" " 10:00 "

[This is by Montreal time, from which deduct 12½ minutes for the difference between Montreal and Kingston time.]

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TO CORRESPONDENTS

Anonymous communications can receive no attention. Every [illegible] must be accompanied by the name and address of the writer; not necessarily for publication, but as evidence of authenticity. It is also requisite that correspondents should write on one side of the sheet of paper. We cannot undertake to return rejected communications.

The Daily News.

TUESDAY EVENING, SEPTEMBER 1.

☞ SEE FIRST PAGE.

The failure of the movement to establish a universal discount on American silver coins in Upper Canada has left people convinced of the necessity for governmental interference. Only a very few enthusiasts in the few places, such as London and Toronto, still adhering to the discount plan, profess the sufficiency of associated effort. In the majority of places associated effort has been tried, and has failed; and it will be exceedingly difficult to induce a repetition of such efforts. There is a general conviction abroad that as the American coinage is with us in such large amounts, and is not likely to be sent out of the country, it must be used. This view is quite rational, and the only question to be answered is, How can its circulation be carried on without loss? Manifestly it is of the utmost importance that a circulating medium should have a fixed value, and that it should be accepted wherever tendered. Now, it is for the government to fix this value, and to make American coinage legal tender to whatever amount may be considered fit. The old difficulty, as to the impropriety of making foreign coinage legal tender, has been got rid of by the passage of an Act during the last session of Parliament, in which the government sought and obtained the power to fix a value on American silver coins, and make them legal tender by proclamation. Such a proclamation should be issued by the Executive without further delay. Of course the government will have to decide whether to authorize the circulation of the coin at its face value or at a discount; but if the rate be only fixed, it matters little, save as to convenience, whether an American quarter dollar passes current for twenty-four or twenty-five cents. The element of a fixed value is that which the trade of the country requires more than anything else, and this it is the bounden duty of the government to give. The proclamation contemplated by the administration when the Currency Act was introduced, should be issued without waiting for the assembling of Parliament. The longer the delay, the more impatient the people will become, and the less respect will be paid to the efficiency of the administration.

We are glad to see the better condition and improved prospects of the Southern States. With good crops of grain and cotton, the people will not only secure the means of livelihood in abundance, but will obtain the means necessary for a general revival of business and prosperity.

The news from Washington relative to the negotiation of a new Reciprocity treaty is important. It is stated that the Hon. John Rose will proceed to Washington immediately. A treaty will be far better than all the schemes of "legislative reciprocity" that could be devised by the ingenuity of Congressmen; and we hail the movement as one full of promise, and look upon it as a matter of the highest importance.

The N. Y. *Times* states that the political campaigning in the South is very active. "The Democrats are working with energy, and are struggling particularly hard to get the black vote. We hear of negro mass meetings, barbecues, processions, balls and camp meetings, being gotten up in the Democratic interest. The greatest politicians are not too proud to preside at these barbecues, dance at these balls, and lead the exercises at these conventicles. The darkeys are having a fine time; but still we guess most of them know too much to vote for Seymour."

A fresh insult has been offered by Spanish officials to the British government. A Spanish revenue-cutter, five miles off the coast of Carthagena, hailed the British vessel Fanny, which at once hoisted the English ensign; but the Spanish officers pretending to believe she was a pirate, announced that she was a lawful prize, gave orders to get the guns ready to fire, and ordered her into Carthagena. Arrived at that port, her whole crew were at once sent to gaol, and the vessel was detained until certificates of the baptism of every man of the crew could be obtained from Gibraltar, after which she was permitted to leave. The British Consul protested against these outrageous proceedings. If this statement be correct, we have no doubt that the British Government will, as soon as the facts of the case have been fully laid before it, take such measures as will not only secure an ample atonement from the Spanish Government for this last as well as for preceding outrages of the same kind, and compel her to observe a due regard for international rights in the future. At the same time it must not be concealed that the British flag in the hands of the Maltese and natives of Gibraltar, assisted by Portuguese, Greeks, and others, is made to cover a good deal of smuggling. We think the government, while taking steps to put an end to the arbitrary and rigorous dealings of the Spanish officers, should also be more vigorous in putting down the illicit trade which has its origin in Gibraltar. It is because of the existence of this trade that the Spanish revenue officers have become suspicious of craft carrying British colours in their waters.

CITY COUNCIL.—There was no meeting of the City Council last evening, a quorum of the members not having been present.

BOARD OF COMMON SCHOOL TRUSTEES.—This evening the regular meeting of the Board of Common School Trustees will be held in the Council Chamber at half-past 7 o'clock.

POLICE COURT, Tuesday.—To-day was a blank at the Court; there were no prisoners and little other private business.

The band of the Royal Canadian Rifles will play in the Park to-morrow evening, commencing at 4 o'clock. The following is the programme:—

Overture—Zampa.....Herold
Quadrille—Bon Jour.....Zikoff
Selection—L'Africaine.....Meyerbeer
Valse—Village Belle, Bertie Jarvis, Esq. 78th Rg.
Selection—La Belle Helene.....Offenbach
Galop—Pretty Jemima.....Coote
God Save the Queen.

THUNDER STORM.—The city was visited on Monday night by a heavy thunder storm, accompanied by a deluge of rain. The storm was at its height here between the hours of nine and ten o'clock, and gradually passed on to the northward and eastward, the rain, however, continuing to fall heavily during the greater portion of the night. This morning (Tuesday) the weather is fair and pleasant.

STRUCK BY LIGHTNING.—During the thunder storm prevailing on Monday evening, the barn of Mr Robert Donaldson, Pittsburgh, near what is known as the Scotch settlement, was struck by lightning, which set fire to the building and in a short time it was totally consumed. The barn contained a large portion of his hay and grain crops, and also a valuable threshing machine and other agricultural implements, all of which were burned. We understand there was an insurance of $200 upon the building, but none whatever upon its contents. Mr Donaldson's loss is estimated at $1,000.

ATTEMPTED SUICIDE.—A gunner of the Royal Artillery, by the name of Walker, attempted to commit suicide on Monday evening by shooting himself with a carbine. His brother who happened to be present at the moment, made a snatch at the weapon in Walker's grasp, which diverted the intended aim, so that the contents of the piece lodged in the unfortunate man's left thigh. It is anticipated that he will recover. The cause has been attributed to an attack of delirium tremens, under which it is said the would-be suicide was labouring at the time.

THE SHOOTING SEASON.—The shooting season commenced to-day. Several parties left the city yesterday afternoon on duck shooting excursions to different favourite localities, while other parties started early this morning. Owing to the prevalence of dry weather in the vicinity of Kingston snipe and plover are scarce in their accustomed localities, and the few coverts where woodcock were occasionally found are now quite untenanted by that bird. The late dry weather having been favourable to the growth of the young partridges (ruffed grouse) those who favour the pursuit of that game can depend upon finding plenty of birds and in excellent condition.

MELANCHOLY ACCIDENT.—A young man named James Allport, living with Mr Manson, of the township of Portland, came to his death in a horrible manner. It appears that on Sunday last he borrowed a horse and sulkey for the purpose of visiting his brother, some miles distant. On his return home and when within a few miles of it, his horse took fright and ran away, throwing the young man between the shafts and wheel, his legs catching between the spokes, thereby clogging the wheel, while his body was trailed beneath. In this position he was dragged nearly half a mile, the horse stopping by reaching the end of a lane where bars were up. When picked up life was extinct; his skull being fractured into two places. An inquest was held before Mr Coroner Cowdey, resulting in a verdict of "accidental death." The young man was of a sober, industrious habit, and only support of an aged father. He leaves many relatives to mourn his untimely end.

ST. JAMES' CHURCH.—At a vestry meeting held in St. James' Church, on Monday evening, the 31st ult., the Incumbent, the Revd. R. V. Rogers, M.A., in the chair, the following resolutions were unanimously adopted:

Moved by Mr Wm. Shannon, seconded by Mr Welch, Churchwarden,

"That the congregation of St. James', Kingston, views with alarm commensurate with the interests at stake, the ceaseless efforts of a party in the United Church of England and Ireland, organized, disciplined and powerfully patronized, to un-Protestantize our beloved Church; to undo the work of the Reformation, and to again reduce our free, evangelical Church to the vassalage of Rome. That experience teaches that the day of compromise and conciliation has passed; and that self-preservation demands that every honest member of the Church of England and Ireland should consider himself personally responsible for both his influence and efforts, and should endeavour to suppress that organization which has lately risen up among us seeking to turn away the members of our Church from the faith as our Church received it."

Moved by Mr R. V. Rogers, seconded by Revd. W. B. Moffatt,

"That a petition from the congregation be prepared, praying that the Provincial Synod, now about to be assembled, to take such action as may restrain all innovation in the services and practices of our Church, and quiet the growing discord caused by such novelties; and that such petition be entrusted to the Lord Bishop of Huron and J. B. Lewis, Esquire, Recorder of Ottawa, with the request that they present it, and enforce the prayer of the petitioners."

A committee was then appointed to draft and prepare the petition, and obtain thereto the signatures of the members of the congregation.

Mr Barney Devlin publishes a letter addressed to his countrymen remonstrating against the attempt of certain parties to get up a pic-nic in Montreal on Wednesday, in aid of the Whelan defence fund.

THE CANADIAN MEDICAL ASSOCIATION.

The annual meeting of the Canadian Medical Association, which is to be held in this city on the 2nd of September instant, has a long roll of most important measures for discussion. Reports are to be submitted on the questions of preliminary education, on the necessity of adopting such means as will ensure a uniform and elevated standard of medical education, and also on the best means of a uniform system of granting licences to practise medicine, surgery, &c., throughout the Dominion of Canada. There can be little doubt that any report emanating from an association of the medical fraternity will have due weight in any future action of the Legislature, on the subject of the study and practice of the profession of medicine and surgery throughout the Dominion.

It is very desirable that a uniform law should be introduced, bearing on the practice of the profession of medicine in Canada. We fear that perfect uniformity is not attainable inasmuch as all questions pertaining to education are left in the hands of the Local Legislatures. We would wish to see a medical act introduced before the Dominion Parliament, having a similar tendency and bearing to that which is in force in Great Britain. A general council of medical education and registration for the Dominion, with powers of supervision to inspect the method of teaching and examination in all our educational institutions, would do more to elevate the character of those institutions, and their various exercises, than a continuance of the present varied system of licensing. The General Council should have the power of recommending for registration all graduates or licentiates of those universities or colleges whose curriculum and method of examination shall be deemed sufficient. They should not be an examining body, but a corporation holding a higher office than that of either teacher or examiner. All colleges and universities should examine their own pupils, but if their curriculum or examinations are deemed by the Medical Council to be insufficient or irregular, their graduates or licentiates should not be entitled to enregistration.—*Medical Journal.*

EMIGRATION FROM EAST LONDON.

The St. Lawrence sailed last week with over one hundred and twenty-eight emigrants from London. These persons have been sent away partly by the aid of philanthrophic persons and partly from the accumulation of small weekly subscriptions made by people who are industriously, but in vain, attempting to get bread. A number of West End ladies—and prominently among them Lady Dufrie, Lady Mary Fielding, and the Hon. Mrs Hobart—moved by the distress among the deserving poor, have been endeavouring for some months past to devise some means of relieving them by emigration, and at the same time, as far as possible, ensuring industry and obedience for a time at least to the instructions that are given to them. Unfortunately some of those who have been already sent, or rather who were sent first, did not turn out very well. But this must be expected, and those interested in the good work are prepared and anxious to profit by experience. I have met a number of these ladies and gentlemen, and I know that their objects are philanthropic, and I have no doubt that emigration to Canada would be greatly increased next year if these people could meet with moderate success in carrying out their ideas. The press here has also taken an interest in the matter with reference to the poor laws, and I should not be at all surprised if a part of the millions now spent annually here in public relief, should shortly be applied towards assisting the industrious poor in immigrating to Canada. All the persons who have conversed with me on the subject are very anxious that some organization should be made on the Canadian side to assist them in placing and looking after these people; and if possible, assisting them to settle in the country. I certainly think the government of Ontario should seize this opportunity of commencing an immigration to Canada. If the tide begins to flow it will flow on. What is most required in Canada is population, and it would be worth the while to spend a few thousand dollars and to co-operate with these people, as they can command. I may safely say, any amount of money if their efforts are aided and made successful. There are two or three organizations of this kind in London. Mr Lynn, who has been most prominent and active in the movement, is shortly going to visit Canada for the purpose of getting information and assisting in the work. His idea on this subject is fast gaining favour, viz: the subscription scheme, and getting an engagement from assisted people of as binding a nature as possible under the circumstances to repay, by work or money, the amount expended on them, which would in many cases at least ensure good conduct on the part of the immigrants.—*London Letter.*

THREE PERSONS BURNED TO DEATH.

PROBABLE MURDER.

Windsor, August 31.—On Sunday morning, about half-past twelve o'clock, a horrible tragedy was enacted at Belle River, about 18 miles from Windsor. Van Orden's mill was set on fire by the torch of an incendiary. This fact is easily shown by the subsequent discovery of an oil can and other combustibles near the place where the buildings were fired. As soon as it communicated to the main portion, and shorter than it takes us to write, the whole fabric was in the embrace of the devouring element. The village was hushed in quiet slumber, but the stillness was awakened by the alarming reports of pistol shots, and the few who heard them were aroused to a sense of the situation by the glaring lights which shone from the burning pile. Hardly had the half-awakened sleepers discovered the fire, before another burst over their gaze, and it was found that the mill of Van Allen, situated about two hundred yards distant, was also in flames. A prompt effort was made to suppress both, but they were both burned to the ground. The buildings adjoining, wherein Mr Van Orden's wife and grandson were, were most exposed, and sad to say, they perished in the general disaster. Yesterday morning their blackened and charred remains were taken from the smouldering pile and placed in a box for interment. They were barely distinguishable, so complete had the element done its work. The body of Mrs Van Orden could only be distinguished from the rest by the fact that the fire had exhausted its fury before she was entirely consumed. Sickening as may be the details of this horrible affair the facts must be stated. All that is left of Mrs Van Orden's body is a portion of the trunk, burned to a cinder, head and legs gone, and scarcely the semblance of humanity left. The wife is only recognized from the appearance of the hair on the back of her head, which was almost consumed. The balance of the body, extremities and top of the head, were destroyed. The body of the grandson, who was a smart young man of 17 years of age, is only recognizable from the facts given above. The mill of Mr Van Orden was totally destroyed. What the motive for firing these premises could be will only be determined on future investigation. It may have been to distract attention, or there may have been reasons for it. In either case, no excuse can be offered. There is a surmise, and probably revelation may establish the truth of it, that the Van Orden family were first murdered, and that the premises were fired to cover up discovery. Citizens state that pistol shots were heard at the time of the alarm, and it is probable that the unfortunate family were murdered in their sleep. It is alleged that Mr Van Orden drew from his bankers, Messrs. Noble & Strong, at Windsor, five hundred dollars on Saturday, and there may have been a motive for this horrible proceeding—that he was dogged to his home, and, with his family, brutally assassinated, and none left to tell the horrible tale.

Van Allen's mill was insured for $1,000 in the Commercial, and $1,000 in the Queen.

Captain Robarsh was arrested yesterday evening on suspicion of having been implicated in the horrible affair.

To-day G. McMicken, stipendary magistrate; Dr. Donnelly, coroner; S. S. McDonell, Crown Attorney, and John O'Connor, M.P., counsel for the criminal, all left here this morning. The trial commenced to-day. The trial will be concluded to-morrow.

MILITIA GENERAL ORDERS.

Head Quarters, Ottawa, 28th August.

The 1st and 2nd Troops Frontenac Cavalry are hereby formed into a Squadron to be designated the "Frontenac Squadron"

1st Troop, Kingston.
2nd do, Loughborough.

WOODEN RAILWAYS.

(*To the Editor of the Globe.*)

Sir—Reference has occasionally been made in your journal to a wooden railway now in operation in New York State. A more detailed description of it than has hitherto appeared may be of interest to some of your readers.

A company had become possessed of a large tract of land, some 74,000 acres, about 20 miles from the village of Hermon, situated in what is popularly known as John Brown's tract, and comprising a portion of the Adirondack mountains. The principal feature in the company's territory was a mountain, apparently entirely composed of nearly pure iron ore yielding from 65 to 70 per cent. The question of course was how could this ore be got out. The mountain was 1,100 feet above the level of the Watertown Railroad, from which it was distant 24 miles. It was estimated that with the tremendous cutting and heavy grading that would be necessary, an iron railroad could not be constructed for $2,000,000, and the proprietors, enterprising as they have proved themselves to be, hesitated about such an outlay. Mr Hulbert came to their assistance and proposed to construct for them a wooden railway at something under one-tenth the cost of an iron road, and his previous experience enabled him to satisfy them as to its feasibility and capability of carrying freight as heavy as theirs would be. The company supplied the capital, and Mr Hulbert has just now completed the wooden road from the Clifton Iron Mines to its junction with the Watertown railway, two miles from De Kalb junction, and 22 miles from Ogdensburg.

Last week, in company with four gentlemen from other parts of the Province, I paid a visit to this wooden railway. We commenced our journey from a station near Hermon, and rode over 13 miles of the wooden railway to its terminus in the Iron Mountain. The chief rise of the total rise of 1,100 feet is in the portion of the line that we traversed.

We now began to mount unmistakeable hills, and by the time we reached our destination we had surmounted long grades of 285 feet to the mile, and one short pitch, as I may term it, of even over that. We had the disadvantage of a miserable engine, which had been hauled over a hilly country, and which was partly out of gear, and our progress with two good loads of brick and one of lime was very slow; but with a new and powerful engine which Mr Hulbert expected by this time, we were satisfied that with a similar load we could have got up at a fair rate of speed—say eight or ten miles an hour. The heavy freight is, of course, in this instance, down grade; but in the journey from the mountain some grades of seventy feet to the mile have been encountered. We returned with the same engine and twenty-five tons of ore at a fair rate of speed for freight—about seven miles an hour. With a proper locomotive, I should put the speed each way down grade with a heavy, and up with a light load at ten miles an hour, which is what Mr Hulbert expects to accomplish, and we had no doubt that he would easily and safely bring down, as he said, fifty tons of ore. There is hardly any cutting on the line; the road is carried over the hills. A good deal of rough trestle work is made use of, cross logs. On the grass levels log cross-waying is grently used in place of earthwork.

The rail is maple, a wood which Mr Hulbert says from experience he finds the best for the purpose. It is four inches broad by six inches deep; this is let into the sleepers, which are not squared at all, in heavy notches cut by machinery for the sake of accuracy, and is tightly wedged in by two maple wedges made from the waste of the rail. The rail displays no tendency to warp upwards or rise from the bed. The ties are a yard apart, and the rail is so firmly keyed at short distances that it has no chance of warping sideways. The curves called for the special admiration of one of our party, part proprietor of an iron railway. The rail is forced into the correct curve in the ties and kept there, so that the curve is accurate and continuous to a degree that cannot be attained with iron, and this is perhaps one reason why much sharper curves can safely be used on a wooden road than an iron road—450 feet on a mile in the road in question. Partly for this reason, Mr Hulbert prefers the green to the seasoned wood. He has, however, a preparation which he intends to use which will preserve the wood. Iron on wood appears to have a greater grip than iron on iron, and Mr Hulbert, in reply to a query, said that a train might possibly get up an iron road on his grades, but that it would not be safe to take a heavy train down, and there seems to be no risk in this respect on the wooden road in question. Though there is greater adhesiveness and hold on the wooden rail, it has a tendency to become slippery, and up the steep grades it is necessary to sand the track. We experienced considerable delay on this account from an omission to take the small sand car, which usually precedes the engine. Mr Hulbert's preparation will, he says, obviate this difficulty, and along a road where there is no grade of 100 feet in the mile, and with a train of fifty tons, the application of sand would probably not be at all necessary. Referring to this question, Mr Hulbert, who has brought these wooden railways into practical utility by a series of experiments, and particularly by having constructed another wooden railway in the States, and run it for some years, proposes, in making another road, to make the rail 3½ in. by 7 in. The rail will be equally strong, and the weight on the wheel being spread over a smaller surface will give a greater hold on the rails.

The weight of the engine is under ten tons. Engines and cars are both smaller than those in ordinary use. The wheels are therefore closer together, and able to turn sharper curves. The cars are four-wheeled cars; for lumber, two cars fastened together supply the place of an eight-wheeled car, allowing the necessary play for curves. The flanges of the wheels are two inches deep, rounded at juncture and edge, to prevent cutting the rail. We noticed that the rails had been very little cut even in the upper portion of the line from the mines to the smelting works at Clifton, 2½ miles, over which a large quantity of ore had been carried for a year. These rails, too, had worn well. Mr Hulbert says that generally speaking the rails will last for five years. Changing the rails, however, is a very simple and expeditious operation; the rail is unkeyed by knocking the wedges out; the rail is taken out and new rails put in its place and wedged in about two minutes.

The following estimate for the superstructure, which was given some time since for another projected railway in New York State, appears to be tolerably correct:—

1,760 ties, delivered at 10 cents ..	$176 00
21,120 feet Bird's-eye Maple rail, delivered	316 00
Wedges delivered, say	40 00
Notching ties and track laying ..	467 00
Total per mile,	$1,000.

The cost therefore of these roads mainly depends upon the grading and tresslework, which, however, is very considerably cheaper than with an iron road over a like country, especially if rather hilly. The road which we saw was a particularly difficult one, a great deal of trestlework had to be used, much of cross-logs, but the higher of squared timber in use in many iron lines. There were some very formidable rocky ravines to be crossed, and some cutting and blasting. Steep hills of considerable altitude had to be crossed, and a total elevation of 1,100 feet in 24 miles attained. This road, strongly built as it was, cost $7,000 United States currency, $5,000 gold a mile.

In the general run of our back country of Ontario, where the hills are neither very high nor very precipitous, and where they can, in a measure, be avoided by a slight detour, and where the materials for a road are all at hand, and to be had chiefly at the sole cost of manufacture, there seems no doubt that a wooden railway can be laid down for from $2,000 to $3,000 a mile. It is certain that very heavy freight can be carried over them with perfect safety, and there is every reason to believe, as stated by Mr Hulbert, that on an ordinary line, with grades of only about 70 feet to the mile, freight trains can very safely be run 10, and passenger trains 20 miles an hour.

The roads can be made so cheap—at a cost not much over that of a macadamized road—that they can be introduced into sections of the country where it would be idle to think of an iron railroad for many years to come. They will act, doubtless, in many instances as pioneers of the iron railway, for there is nothing in their construction to prevent the substitution of an iron for a wooden rail so soon as the country can afford it, particularly where the grades and curves are not of a formidable nature.

As a means of settling our back country and developing its valuable and neglected mineral resources, and as feeders to the main line of iron railways, in common with others, I believe that wooden railways will prove of inestimable benefit to the Province. In this view I shall be glad if you will favour this with an insertion in your paper.

CHARLES JAMES BLOOMFIELD.

COMMERCIAL.

MONTREAL MARKETS.

(*Special Telegram to the Daily News.*)

Montreal, Sept. 1.—Flour—Superior Extra, 0,00 to 0,00; Extra, 7,25 to 0,00; Fancy, 0,00 to 0,00; Welland Canal Super, 6,20 to 0,00; Super No. 1 Canada wheat, 6,15 to 6,65; Super No. 1 Western wheat, 6,15 to 0,00; Super No. 2 Western wheat, 6,15 to 0,00; bag flour 0,00 to 0,00. Wheat—Canada Fall 0,00 to 0,00. Spring, 1,45 to 0,00; Western, 0,00 to 0,00; Oats—per 32 lbs, 50 to 53. Barley—per 48 lbs, 1,00 to 1,05. Butter—Dairy 19 to 21c; store-packed 17 to 19c. Ashes—pots, 5,85 to 0,00. Pearls, 5,50 to 0,00. Gold in New York at 12 o'clock, 144½. Pork, Mess, 24,25 to 24,50; Prime Mess, 17,50 to 00,00. Prime, 16,25 to 16,75. Peas, per 66 lbs 1,10 to 1,10. Rye Flour, 0,00 to 0,00.

Flour 1,000 bbls city brands; No. 1 super from Western wheat sold at 6,15; sales of Canada within range of quotations outside for a favourite brand; bakers strong flour wheat nominal, 1,35 offered for red winter; rather better demand and more confidence felt. Butter firm at quotations.

NEW YORK MARKETS.

(*Special Telegram to Daily News.*)

New York, September 1.—Cotton quiet and steady at 30½c for Middling Uplands. Flour irregular and unsettled; receipts are 6,004 bbls; sales are 7,800 bbls. Rye flour dull and heavy; sales are 200 bbls at 7,00 @ 9.25. Wheat—Spring better, winter dull; receipts are 24,636 bush; sales are 15,000 bush at 2,04 for No. 2 spring delivered; 2,30 for new amber Michigan; 2,80 for extra choice new white Michigan. Rye quiet; sales are 6,000 bush western at 1,60. Corn better, and active demand, chiefly speculative; receipts are 40,715 bush; sales are 13,000 bush at 1,18 @ 1,24 for unsound; 1,25 @ 1,26 for sound mixed western; 1,24 @ 1,24½ for old do. in store. Barley nominal; receipts none; sales none. Oats dull; receipts are 61,838 bush; sales are 2,000 bush at 81c for western in store; 82½c for do. afloat; 72 @ 74½c for new do. Latter price afloat. Provisions—Pork quiet and heavy; sales are 1,500 bbls at 28,70 @ 28,80 for new mess; 28,75 for old do. Lard is firmer; sales 400 tierces at 18¾ @ 19½c for steam; 19¾ @ 19½c for kettle rendered.

The Prussian Lieutenant Sturm, who followed the Abyssinian expedition, has presented King William with the horn that served as a cup to King Theodore. It is an enormous buffalo horn, and though it may be a relic it is very little of an ornament.

The general railway returns for the month ending 31st of July, show the following statement as compared with returns of last year:—Great Western Railway, $283,980 in 1868, against $309,228 in 1867; Grand Trunk of Canada, $472,741 in 1868, against $441,752 in 1867; Brockville and Ottawa Railway, $17,772 in 1868, against $12,055 in 1867; St. Lawrence and Ottawa, $8,059 in 1868, against $7,058 in 1867.

INTER-PROVINCIAL CUSTOMS MANAGEMENT.—Complaints are made that shippers from Ontario to Halifax are subjected to annoyance and expense, owing to the existence and enforcement of some old Customs regulations that should have been annulled long ago. The trouble is similar to that lately remedied by Collector Dunscome, at Quebec. A recent case has just been made known to us. A firm in Halifax shipped a cargo of oil from that port to Halifax, by the propeller "Her Majesty." On being landed at Halifax, the Customs officer would not allow it to be delivered until the consignee had signed a bond becoming responsible for the amount of the duty, awaiting the arrival of a certificate from the collector at Hamilton that the duty had been paid there. A gentleman who has recently arrived from the Maritime Provinces, informs us that the Customs officer at Windsor, Nova Scotia, makes a pretence of examining the baggage of passengers arriving by the St. John steamer, just as in the pre-confederate times. He asks the contents, and then marks the valises, satchels, &c., as examined. It would be about as useful and as proper to ask their owners what they had for dinner. A little time and patience and a little allowance being made for official circumlocution, will doubtless make the confederate wheels run more smoothly.—*Montreal Witness.*

Mr Bennett, brother-in-law of the Hon. Sidney Smith, narrowly escaped death on Monday, at Prescott junction. When jumping on a train in motion, he slipped, and the wheel passed over his wrist, severing the hand and crushing his foot.

The Plumbago Works, at Lochaber, near Ottawa, have been adapted to the new method of dry dressing, for which a patent has recently been granted to S. T. Pearce. It is said that the saving is equivalent to doubling the previous productions. The process has also been tried on copper ore from the Huntingdon and Acton Mines, but the results are not made public.

DEPUTY FIRE MARSHAL DAVIS.—This individual has just come to grief. The publicity given to his name through the press in connection with the investigations into the late fires, and more particularly in connection with his charge against Mr Perry of instigating the firemen to turn their hose upon him, has been the means of bringing a portion of his past career to light. It appears that a party in New York, noticing Davis's name in the papers, wrote to Mr Perry, stating that if he would communicate with Mr Bayley, Collector of customs at New York, he would learn something about Davis. Mr Perry did so, and yesterday received a telegram from Mr Bayley, to the effect that Davis had formerly been employed as a detective in the Customs Department at New York; that he had been charged with perjury, but had managed to escape to Canada; and that there was a Bench warrant issued for his arrest. The telegram did not state the nature of the charge against Davis—simply that it was perjury. On receiving the telegram, Mr Perry communicated with the Chairman of the Police Committee and the Chief of Police. The result was that Davis was at once dismissed from the Police Force, and then taken into custody. When informed of the charge against him, he did not attempt to deny it, but took the matter quite coolly, and replied that the crime with which he was charged, not coming within the terms of the extradition Act, he could not legally be held in custody. This is how the matter stands at present. We are informed that when Davis came to the city he brought with him first class testimonials from the old country. On this account, and also because the Chief of Police was in want of a detective in the Customs business, and Davis being accustomed to that work, he was admitted to the force.—*Montreal News.*

SPECIAL TELEGRAMS.

FROM MONTREAL.

Montreal, September 1.—Mr Lanctot attempted another mass-meeting last night for the independence of Canada, but was pelted with eggs.

The *Gazette* says Lyons and Doody are the parties who engaged Guilbault's Garden for an alleged Fenian picnic to-morrow. One of these is brother to one of the prisoners at Ottawa.

Dr Tupper, of Halifax, Mr Bayard, of St. John, and others, have arrived here to attend the Medical Convention. The latter met yesterday, but adjourned on account of the non-arrival of western members.

Owing to the illness of Chief Justice Duval, the Court of Queen's Bench, appeal side, cannot open to-day. Justice Monk's new commission is expected to arrive today.

The S. S. Germany, the largest of the Canadian line, had to unload 1000 tons of her cargo at Quebec before proceeding to this port.

146 deaths last week.

ANECDOTE OF MR D'ISRAELI.

The August number of *Blackwood* contains the first part of a biographical notice of Mr D'Israeli, from which we extract the following interesting anecdote:

"When Mr D'Israeli launched his first tale and found it to be a great success, Lord Lytton, then Edward Lytton Bulwer, had achieved the proud place as a novelist which he has ever since retained. The aspirant for literary distinction had long admired at a distance the renown of his senior, and, encouraged by the reception which his own maiden effort had received, he did what young authors under similar circumstances are apt to do. He sent to Mr Bulwer a copy of "Vivian Gray," writing, at the same time, an apologetic note, and giving reasons for the liberty he had taken. The letter with its accompanying gift were at once acknowledged, and Mr D'Israeli was requested to name a day for dining with their recipient. It happened that Mr D'Israeli had arranged for quitting England on the day after receiving the invitation. He wrote to say so, and the morrow was fixed for the symposium. Four gentlemen sat down at Mr Bulwer's table on that occasion—one being, of course, the host; another Mr D'Israeli; the third, a man shy, but evidently intelligent, for though he said comparatively little, his remarks, as often as he hazarded them, were keenly to the purpose. The fourth, a private friend of the host, need not be specified. It was an evening not to be forgotten, because then, as now, both Lord Lytton and Mr D'Israeli shone in conversation. The party broke up about midnight, and the host and his friend were left alone together. After discussing D'Israeli, the question put, 'Who is your silent guest?' He is one of the ablest men I know,' was the reply. 'He was my contemporary at college. He is now a barrister; and mark my words, he will attain the highest honours of his profession. His name is Cockburn." The climax to this little bit of domestic history or gossip is very remarkable. The two brilliant novelists and the painstaking lawyer who dined together some forty years ago, comparatively obscure men, have all risen to positions of eminence in the state. Mr Cockburn is Lord Chief Justice of England; Mr Bulwer, after serving as Secretary of State for the Colonies, has become a peer of the realm; and Mr D'Israeli, on more than one occasion Chancellor of the Exchequer and leader of the House of Commons, is now first Lord of the Treasury. So much for the practical working of a constitution which Mr Bright denounces as repressive of merit, and Mr Gladstone, forgetful of what it has done for himself, seeks to overthrow."

With the arrival of the 1st September, the restrictions are removed from the hunting of several species of the favourite game of the country.

FRESH ARRIVALS.
FOR SALE BY
W. R. McRAE & CO.

Half Chests Choice Gunpowder Tea
Half Chests Choice Young Hyson Tea
Half Chests Choice Souchong
Half Chests Choice Congou
Half Chests Twankay
Half Chests Fine Japan
Hhds. Cuba Sugar
Bbls. Porto Rico Sugar
Cases Brown Sugar, cheap
Bbls. Dry Crushed
Bbls. Granulated Sugar
Bbls. Ground Sugar
Bbls. Yellow Refined, all numbers
Bbls. Amber Syrup
Bbls. Golden Syrup
Cases Prime Smoked Salmon
Cases Fresh Lobsters, 1lb and 2lb tins
Cases Pickled Lobsters
Cases Sardines, fresh, ¼ and ½ tins
Cases Prime Cone Oysters, in tins
Cases Marmalade, Crosse and Blackwell's
Cases Marmalade, "Dundee"
Cases Bernard's Old Tom Gin
Cases Booth's Old Tom Gin
Cases Green Gin, De Kuyper and Son
Cases Red Gin, De Kuyper and Son
Cases Ginger Wine, "Bernard's"
Cases Ginger Wine, "Thompson's"
Cases Ginger Brandy
Cases Orange Bitters
Cases John Bull Bitters
Cases Italian Bitters
Qr. Casks Old Scotch Malt Whiskey
Bbls Morton's Family Proof and Common Whiskey
Hhds. and Qr. Casks Brandy, Hennessey
Hhds. and Qr Casks Brandy, Otard, Dupuy and Co.
Hhds. and Qr. Casks Brandy, "Julius Robins"
Cases Brandy, Hennessey
Cases Brandy, Otard, Dupuy and Co.
Cases Brandy, "Julius Robins"
Qr. Casks Sherry "Pemartin"
Qr. Casks Sherry, "Cozens"
Qr. Casks Sherry, Duff Gordon
Qr. Casks Marsala Wine
Qr. Casks Sauterne Wine
Cases Claret, Burton and Guestier
Cases Claret, St. Estephe
Cases Claret, St. Julien
Qr. Casks Old Port, Grahams
Qr. Casks do. Sandemans
Qr. Casks do. Masdu
Qr. Casks Burgundy, Crown Brand
Bags Prime Walnuts
Bags Prime Filberts
Bags Prime Brazil Nuts
Bags Soft Shell Almonds
Cases Jordan Almonds
Boxes Fresh Biscuits, McKinnon's
Boxes Fresh Biscuits, Wills, Toronto
Tins Edinburgh Biscuits, "Mackies"
Cases Florence Olive Oil in Flasks.
Cases Salad Oil, Burton and Guestier
Bbls. Mixed Pickles, Crosse and Blackwells
Bbls. Onions, Crosse and Blackwells
Bbls. Chow Chow, do.
Bbls. Gherkins, do.

W. R. McRae & Co.
GROCERS AND WINE MERCHANTS,
Brock & Princess Streets

REMOVAL.

AS we intend Removing early next [illegible] that spacious and elegant [illegible] occupied by George Offord & Co., [illegible] "Marble Block," we beg to advise that [illegible] the remainder of this month we will [illegible] entire stock of Fancy and Staple Dry Goods [illegible] unprecedentedly low prices.
A call respectfully solicited. Note the [illegible]

JOHNSTON & KIR[illegible]

Corner Princess and Montreal [illegible]
August 14.

NEW FALL GOO[illegible]

AT THE

OLD GLASGOW WAREHOU[illegible]

R. WADDELL & Co

Are now receiving and opening out their [illegible]

FALL IMPORTATIONS

Kingston, August 21, 1868.

SPECIAL NOTICE.

FERGUSON BROS

GREAT CLEARING SALE

OF

DRY GOODS

AS the Store will be closed on and after [illegible] DAY, 31st instant, for a time, in order [illegible] bring forward the large Stock of FALL [illegible] WINTER DRY GOODS, the balance of [illegible] SUMMER STOCK is offered at very Low Pr[illegible]

FERGUSON BROS.

PRINCESS STREET.

August 20.

LARGE ARRIVALS

OF

NEW AUTUMN GOODS

AT THE STORES

OF

Macnee & Wadde[illegible]

PRINCESS STREET.

Kingston, 18th August.

ADVERTISEMENTS for the DAILY [illegible] intended to appear the same e[illegible] should be sent in at as early an hour in [illegible] as possible.

The Daily News

TUESDAY EVENING, SEPTEMBE[illegible]

☞ SEE LAST PAGE.

BY TELEGRAPH

CABLE NEWS.

Cork, August 31.—The corporatio[illegible] the City of Cork have adopted, by a u[illegible] vote, a resolution to the govern[illegible] pardon and discharge all prisoners [illegible] serving out sentences of imprisonment [illegible] amplicity in the late Fenian disturba[illegible]

Paris, August 31.—The Paris *Prese*[illegible] Ultra-Catholic opposition journal, h[illegible] article in its last issue on the subject o[illegible] relations of the United States and Ru[illegible] The writer recounts the reception of [illegible] Turkish Minister and officials on board [illegible] flagship of Admiral Farragut, at Const[ill