TO CORRESPONDENTS.

Anonymous communications can receive no attention. Everything intended for insertion must be accompanied by the name and address of the writer; not necessarily for publication, but as evidence of authenticity. In all correspondence the writer's address should be plainly written on the outside of paper.

We cannot undertake to return rejected communications.

Liberal Conservative Candidates

In the District for the

HOUSE OF COMMONS

Kingston	DR. SULLIVAN
Frontenac	G. A. KIRKPATRICK.
Lennox	SIR JOHN MACDONALD.
Addington	JOHN W. BELL.
North Leeds	GEORGE TAYLOR

The Daily News.

FRIDAY EVENING, JUNE 9.

The Whig probably, repents by this time of its rashness in dragging Mr Gunn's private affairs into the public view for the purpose of making a little political capital. It brands as a deliberate falsehood the statement that "every dollar's worth of floating property owned by Mr Gunn was obtained by foreclosing mortgages upon unfortunate men, who, having paid usurious interest for years, were compelled to relinquish their possession &c." Will the writer of that paragraph name a single plank of shipping which was not obtained under mortgage? It is true, we are aware, that in some cases the mortgages are not foreclosed, but the property is held with outstanding gigs under them all the same, and that is why the vessels are allowed to remain in the name of a man who does not own them is far from being dictated by a large-hearted spirit of self-sacrifice.

THE LOCOMOTIVE WORKS.

One of the matters into which our local contemporary blundered the other day was the investment of $10,000 in the Locomotive Works by the gentleman who has bid farewell forever to the legislative halls of the Dominion. Of course a wealthy man must invest his money somewhere, and naturally he desires to place it where it will do most good. Mr Morin has not shown any alarming disposition to neglect accumulating all the loaves possible. But still we say that the public of Kingston are not all indebted to him for the establishment of the works here. Let us admit for the sake of the argument (what we do not admit at all) that Mr Gunn was the prime mover in the scheme for enlarging the works, the fact remains that the enlargement and the prosperity of the establishment depends upon the National Policy. That is the peg upon which its success hangs, and, whatever may deny it, there is not a mechanic in the place that does not know this full well. If the protective duties were removed to-morrow the stock would not be worth fifty cents on the dollar and the probability is that the fires would be allowed to go out. The question then is whether Mr Gunn is to get the credit of an enterprise, every dollar of whose stock would have gladly been taken by others, or whether the people of Kingston are to give the credit to the legislative system without which Mr Gunn would have sought other fields for investment.

MR MOWAT IN SIMCOE.

Mr Mowat undertook to enlighten the electors of South Simcoe on Wednesday upon the public questions of the hour, and since the days of Tecumseh no more combined action on, the part of the local and Dominion Governments have passed away, three himself into the fray with as much acrimony as might have been expected from the most unreasonable Tory. The meeting at which he delivered himself was called together in the Liberal interest, nevertheless Mr Dalton McCarthy, which a singular manifestation of the terror he should feel for such a heavy gun as the Ontario Premier, went there and wrestled with that individual and moreover wrestled him down. The task was not a difficult one for a man of Mr McCarthy's dialectical power, possessed of all the information to be had upon the topics discussed. Mr Mowat, eager only to aggrandize himself and magnify the influence of his own position, exerted himself to the utmost to stir up that sectional bitterness and hatred which are the stock in trade of Orange Grits. Without any broad principles of general policy, without any lofty and comprehensive views, the Lilliputian statesman can only hope to maintain himself on the surface by fomenting dissensions among people who have the interests of the country equally at heart.

Mr McCarthy tore to shreds the false mask of a Provincial patriotism in which the Premier sought to enshroud himself, and showed that the local administration has resolved itself into a mere electioneering committee for the Dominion Opposition. He exposed the feebleness of a cry which has been got up regarding the boundary award, a purely legal question which Sir John Macdonald desired to have settled in the proper manner ten years ago, denouncing in scathing terms the factious and disturbing course of Mr Mowat and his friends. The effect culminated when the orator dared Mr Mowat to stand up and declare on his honour that the agitation was anything more than a political dodge. Passing on to the Disallowance bill, Mr McCarthy showed that if the Dominion Government possessed any power at all it must possess the power to disallow such flagrant acts as this, and declared that he was proud of having defended the rights of private property from the public and partisan spoiler. The men, who talk most loudly about the "robbery" of Ontario, are the very men who attempted to rob a private individual of his possessions because he had the perversity to support the views held by a different political party.

THE WORKINGMAN.

The beneficial effect of the National Policy has been felt by all classes of the community, but by none more than by the workingman. The Grits know this well and they are fully aware that a solid workingman's vote will be cast in Kingston on Tuesday week, which will swamp them for the next five years. To break the effect of the abundance of employment now obtainable at good prices they are representing that the cost of living has been so greatly increased auto neutralize other advantages. The best answer to this is given by the deposits in the Government Savings Bank. As $1,000 is the highest sum accepted, the Savings Bank deposits consist almost entirely of small amounts representing the savings of mechanics and workingmen. In 1878 these were about $60,000; in four years they have increased to $200,000. This circumstance shows clearly the greatly increased prosperity of the working classes.

A SAILOR'S VIEWS

Mr Gunn's Enterprise—His Saucy Ships His Captains Bold

To the Editor of THE DAILY NEWS.

DEAR SIR, As I was looking over the issue of the Whig of the 6th inst. I saw a statement to the merchants, mechanics and workingmen, who are the backbone of this prosperity, to which I notice, under date of Ottawa, news, loss and wreck and fortune of thousands, while under Sir Napier's sailing has not sought. Now, the first item in shipping, schooners and other craft—$40,000, the schooners are long gone, the Ontario, Lake and Niagara, and the other craft a couple of barges the Oil and the Elm, to solve the steamships Adventure. Now, let us see what benefit is derived from his vessel property. Six engines of the Hyslop and Captain Crawford, given on Wolfe Island and has not earned one dollar the season. Mr Gunn's schooners are sailing, as the Whig states, the Hyderabad is lying at Kingston, the Chaudiere is laid aside, the Bangalore the same, Capt. McLay also being idle, that is, not at sea, depending on Mr Gunn for employment. Then comes the Niagara's opinion. Mr McLean is his mate, as she is laid up in a wharf at the foot of William street. Capt. William has handled the Niagara splendidly all season, he has not carried away a rope yarn, and is likely to do so. The Oil, Elm and Adventure are also tied up in the slip between the foundry and Mr Gunn's schooners, the Oil being now twenty three (23) now, Mr Reid, to man those three schooners, while there is only four men employed on them, the caretaker at Milwaukee. Now, I fail to see where the enterprise comes in which the Whig speaks of. If the six sailors under Sir Napier's name are not as much good to the merchant, mechanic and labourer as Mr Gunn's $40,000, I don't want a cent. The other items I will not deal with, as I am not posted on them, but I will deal with Gunn's ships and to see the thing misrepresented as the Whig has done. Its a mere election dodge, and I think many voters would likely be led to believe that this $40,000 schooner property gave employment to several men, while it has not employed two men this season, while other vessels have been running every month navigation opened, which no vessels could also be doing, if he would only let them out. Thanking you for your valuable space, I remain,

Yours, etc.,

SAILOR.

Kingston, June 8.

THE COMING GALE.

A Seaman's View of the Situation Wreck of the Wieler All Hands Lost

To the Editor of THE DAILY NEWS.

DEAR SIR, I have consulted the barometer (of public feeling) and sound the horizon with my weather eye, and all indications show plainly that the Reformers party and the ship lobby are destined to perish on the coming gale.

I am a little sorry for the, as on former years I have served on the decks of the ship, when no money was paid to the employees to patron that she was a good passenger vessel, and capable of carrying them safely to their destination safely. With the old craft weather, at the mast, the Grits, the Reformers party firm, sound Rock, both a faster and easier craft, called the Liberal, which not only took the lead out of her wake, but likewise on her weekly trip deprived the old ship of a hundred weak passengers.

This, of course, could not be borne, and the first management transferred the "Lib. ship to the Lake Ontario, where, in consection with the Advertiser, she has hitherto sailed.

Still, the old vessel never regained her prestige, and, in spite of all pitching, she is on a dangerous condition, and will, if unpropitiated, sink at her moorings on the twenty first instant.

Deprived of the able helmsmen who used to navigate her through dangerous shoals, has recourse now to scale, and the result is easy to foresee.

At the same time, it would puzzle the old seaman who ever tried a duck to direct her course aright. Her crew are divided, some upon a protection wing", and the balance pull hard a port to make a starboard tack, the other announces a port tack and a starboard to full your helm, and—the old ship is in stays. By this time it has become so dark, does a wind, all around, and the incompetent mate at the helm will surely receive a ducking in her ashore and have himself with the little Grits.

During all this time the Mail, splendidly manned and equipped with a full staff of passengers, sails gaily by her old rival and enters "port" amid the cheers of all concerned, praising citizens.

The mate boards on the line the Advertiser, Whig, Reporter, Free Press and Herald, to say nothing of many more, will shortly cease the trip, and not at their moorings, while an era of prosperity will recur to the truly industrious citizens of Canada. The Grand Trunk, line Line, connecting by railway with Lake Ontario, and Pacific cars will run regularly.

Capt. Ephemeris Mastervoice,

Sent Footsoon, Sailing Master.

The Murder of Bourke

London, June 9. Bourke, who was seven years at Arabian yesterday, received informed the authorities that he knew he would be shot. When the news of the murder reached London, his brother went into the lobby of the House of Commons and accused Parnell and Biggar of being the cause.

Drowning Accident

Newport, R.I., June 9.—A skiff containing Nicholas Hadding and his son, aged 8, sank in the harbor yesterday. Gladding tried to swim ashore with the boy, but became exhausted and was drowned. A boy instantly rescued the boy, but the latter will probably die.

BAD OUTLOOK FOR CORN

A Report of Good Weather Other by Gloomy Predictions

Chicago, June 9.—A letter from Macomb, Ill., notes fine weather there and a rapid drying of the ground Saturday, which would permit the farmers to be in the fields to day. The letter says that on June 26, 1880, hardly any corn was up in that neighborhood, yet the crop of that year was a good one. In connection with this a very alarming outlook for corn in Illinois is made by a leading member of the Board of Trade, one who has been a farmer and grain shipper from the country for many years, as well as a dealer in change, and knows whereof he speaks. "Eighteen inches of the ground in the spring of eighteen hundred and seventy-four, June 9, 1874. In this statement I include Illinois, Iowa, Nebraska, Indiana, Kansas, Missouri and Minnesota. On that date I and my relatives in aggregate had that area which, in round numbers, is one million of acres, covered with the corn in my above ground, and at most spots from six to eight inches high, in a rating of stand of growing. We have had the future of the coming Spring, with a fair stand of the corn, growing in such weather I have had occasion to see in cotton belt, and they are accustomed to have the frost and the fall of June. I begrudged to the parties in charge of my farm the expense of replanting. They reported only one car load in each section, which indicates the hundred weak passenger. Now, I have fairness delivered for our engines. Now, the season has gone very heavy, and the cotton crop. Was not the result of the cotton crop, I know. The cotton crop of 1880 was burned out, and it seems as if we are to be burned out this year. We have had the cotton crop of the same 1880, when it caused every, that fair stand of the corn, and I know of no reason why it should not be a good one. Now, I am a Republican and I begrudge the frost of June. I have a corn crop in Illinois