TO CORRESPONDENTS.

Anonymous communications can receive no attention. All letters forwarded for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of authenticity. It is also a gratuitous kindness if correspondents will only write on one side of the sheet of paper.

We cannot undertake to return rejected communications.

Liberal Conservative Candidates

In this District for the

HOUSE OF COMMONS

Ringston - - - - DE. SULLIVAN
Frontenac - - - - G. A. KIRKPATRICK.
Lennox - - - - SIR JOHN MACDONALD.
Addington - - - - JOHN W. BELL.
South Leeds - - - GEORGE TAYLOR

The Daily News.

FRIDAY EVENING, JUNE 16

The Whig should adopt some ruse less palpable than that of writing letters to it self, whether it wishes to denounce us or to defend a friend. The whole style of the letter, headed with the characteristic title "Tory Venom," and the calm falsehood that we pursue a system of abuse towards those who differ from us, were sufficient to mark the practised hand of a Whig writer at once, but when the author goes on to speak of "one person in whom our contemporary is personally interested," he gives himself completely away and does not do the Mayor a particle of good.

The Whig asks, "Is the organ daft" and after reading its unique criticisms, we begin to believe that it is. It wants to know how we can reconcile the statement that the Charles Tupper proved that "the price of coal in Canada is not increased by the amount of the duty" with the language "the mechanic who pays two or three dollars, &c." The explanation is easy. The Minister proved that the imposition of the duty brought Nova Scotia coal into competition with American coal, and that the price of the latter varied in accordance with the degree of competition—in other words, that the amount taken off by the American coal owner varied with the degree of competition. Perhaps the Whig can now see how Mr Charles Tupper's argument can be reconciled with the fact that there are people in the country who pay duty on their coal.

IS THIS ENTERPRISE?

The friends of Mr Gunn continue to appeal to the sympathies of Kingston for his sufferings upon the ground that their nominee has invested $108,000 in various local industries giving employment to a large number of workingmen. We have already exposed the unfounded character of the claims put forward in this respect, but we will briefly renew them for the benefit of our readers.

Mr Gunn is set down for $40,000 in schooners and other craft. Did Mr Gunn build these vessels? Was it due to his enterprise that they were built? No, they were built by Mr William Power, who most generously let Mr Gunn for a term his magnificent yacht of $60,000. The immense enterprise of our member, the vast public service which he is said to have rendered to the workingmen of the city, consists in the fact that he was generously willing to lend money upon the security of three vessels at ten per cent interest, and that he finally obtained virtual possession of the property while other more lenient creditors were allowed to go without their money. This is the splendid enterprise for which the people of Kingston have reason to be thankful to Mr Gunn! The abusive and unscrupulous journal, which champions Mr Gunn's cause, has the impudent dishonesty to term these statements slanders. Anyone who reads this can test the truth of what we say by examining the register the Customs House, where he will find indutiable and unanswerable testimony on this head.

The Whig proceeds to say that "the vessels have not been kept in the name of another in order that Mr Gunn may be relieved of responsibility in cases of loss," and, with its accustomed propensity for small singing, terms the statement as the utterance of a "libeller." We ask, if the above be not the case, why Mr Power's name appears as that of the owner upon the public record? What other reason can there be for the fact? And on what principle does the Whig stigmatize the fair inference drawn therefrom?

Mr Gunn's "enterprise," it is said, in so far as marine business is concerned, has not been profitable. In his painful anxiety to help others (ten per cent. interest) he has lost $20,000 on vessel property. What have the public to do with Mr Gunn's judgment or prudence, or with the success of his strokes of business? Nothing whatever. But when it is claimed that a man becomes a public benefactor by mortgaging the property of others at usurious interest, it is no much to expect that the public shall be gulled by the foolish pretence.

The above relates to the schooners, but other claims are made on behalf of Mr Gunn, and one of these is the forwarding business valued at $20,000. How does this rank as a piece of enterprise? Why, Mr Gunn came into possession of this in the same manner as he did the schooners. Instead of being the originator of the business he appears on the scene as money lender into whose hands the property eventually falls, other creditors being much less fortunate in obtaining their advances back again. We are informed that in this case Mr Gunn's business was even more excessive than in the case of the schooners, or the steamboats Adventure, which was obtained as usual under a mortgage of ten per cent. Again, we ask, where is the people of Kingston in this the public spirit which you admire and cherish; is it the "enterprise" which builds up a city?

The catalogue of Mr Gunn's achievements on the altar of the public good is not double of the items which make up his wealth—a $2,000 invested in this dry dock. Surely we have come to an industry which owes its existence to the energy and push of our member. Oh, no! Mr Power is again the owner, and once more Mr Gunn is the mortgagee. The investment truly was not a profitable one, and albeit years ago the city was asked to grant a bonus of $15,000 to the dry-dock, the probable object being to relieve those who found that they were likely to lose money. The city couldn't see it. Mr Gunn is now aware of the concern. Is that any proof of his enterprise? If he be the enterprising man to whom Kingston owes so much for its advancement, why does he not fit up the dry dock, and bring to Kingston the money now spent in American ports, and the labor now furnished American mechanics? Here is a splendid opportunity for enterprise (ping) assigned.

As for Mr Gunn's stock in the manufacturing establishments of the city, by far the largest part of it has been subsequent to the introduction of the National Policy. The Cotton Mill, Hosiery Mill and Car Works have all been started since that Policy came into force. It is for the attention of Kingston to say whether they will support that Policy, or whether they owe anything to the enterprise of Alexander Gunn.

CAMPAIGN NOTES

Place your vehicles at the disposal of the Committee.

The Whigs report of Mr Hatty's speech was evidently cooked.

Late early in favour of the candidate who stands by the National Policy.

Mechanics, think of the hungry days of Reform rule, when everything was cheap and nothing to buy it with.

Nonsuch Conservatives elected by acclamation, and yet there are fools who profess to believe the success of their party probable.

If the Bangalore made ten per cent of profit in the case of Jackson's new proceeding in the Assize Court, Montreal.

The Hamilton Rolling Mills strike has been settled by a compromise of the men to go to work on Monday morning.

Chas Dawson, estimate manufacturer, of Holden, Mass., has failed. Liabilities, $90,000; nominal assets, $110,000

There is a decrease of 22 vessels arriving in Montreal from abroad this season as compared with the corresponding period of last year.

A boy named Pullen was sentenced in Toronto to day for a year in the cells for stealing flowers from a grave on St James' cemetery.

The receipts of the Occidental Railway for the week ending May 31st were $18,854, an increase of $467 compared with the corresponding week last year.

Guiteau's former wife has informed Mr Scoville that she wishes her name attached to the petition to the President for the commutation of Guiteau's sentence.

During the present week shipment of stock from Montreal to the British markets comprised 2,193 head of cattle and 989 sheep. An increase in cattle of more than 1,000 head over the previous week.

The Senate and House Committees on Public Buildings met at Washington to day to decide upon the purchase of the dwelling where Lincoln died. The owner of the dwelling says that the annoyance of callers is intolerable.

The Commissioners of emigration on New York have accepted the offer of the Compagnie Generale Transatlantique to pay 50 cents a head for immigrants landed, but have resolved to shut Castle Garden against all other companies.

Haunted Me.

A workingman says: "Debt, poverty and suffering haunted me for years, caused by a sickly family and large bills for doctoring, which did me good. I was completely discouraged until one year ago, by the advice of my pastor, I procured Hop Bitters and commenced their use, and in one month we were all well, and none of us have been sick a day since, and I want to say to all poor men, you can keep your families well a year with Hop Bitters for less than one doctor's visit will cost."—Christian Advocate.

ON THE ROCKS

The Allan Steamer Canadian is Stranded in Halifax Harbour

Halifax, N.S., June 16.—Between eight and nine o'clock last night the news spread through the city that a large steamer had gone ashore at the mouth of the harbour, and soon it became known that the Allan steamship Canadian, Capt. Menzies, from Glasgow and Liverpool, for Halifax, and Boston, with cattle and cheese, between Meagher's breakwater and Devil's Island lights. Preparations were at once made on the Government steamer Newfoundland, and several steamtugs to proceed to the scene. About half past ten o'clock one of the tugs left off with instructions from Allan & Sons, to Captain Menzies to think for settled over the water and make great caution necessary, but shortly after midnight, before much time had been spent in search, the stranded steamer's whistle was heard in the distance, and the tug was sent at her side. The tug found lying quietly on the shoal, with a slight list to port, but without any motion to speak of. The last attempt at 6.30, when the tide was high, she was well up on shoal. The captain, on being questioned, said he took his pilot on board at 4.30 in the afternoon off Sambro Head. The fog was thick at that time, and the ship was kept going very slowly. At 6.30, when he thought he was south of Fifth buoy, he was keeping, they thought, well clear of Herman ledge, the pilot left the deck and went forward to the bow to look out for the buoy. The engines were quickly reversed, but a few minutes after six struck ashore, and the ship then struck a third time and remained fast, lying with her head to the east. There were four passengers on the deck at the time, but when the ship struck a sudden rush was made from the cabin, and for a time there was everything was in dismay and confusion amongst them. There are 4 passengers and 40 in the crew, all of whom, the officers were asked with great coolness, and as soon as they had recovered from the shock, they proceeded to look to their effects with the greatest coolness. The Canadian left Liverpool on the 1st inst. and had a fair passage up the channel, and was proceeding at the time when your reporter left her at the o'clock this morning, well and very nappy, and was not long in coming to the house for to roll. It will be necessary to remove a large quantity of her cargo, which, at the thought, it is alleged not less enormous, she can be got off. The steamer had on board 27 passengers, 40 in the crew, and 1,000 head of cattle, and 1,000 sheep. The cattle were busy during the early part of the morning, and the sheep were all thrown overboard early in the morning, and the cattle, which, it is alleged, will be landed at Halifax, and the latter taken to Boston. The cattle are insured for freight, or about $30 of which were to be landed at Halifax, and the balance taken to Boston. The ship belongs to Montreal, is a large steam tugs, the transferring of the cargo to the Canadian was commenced, and brought to the city by time. The weather is fine, and the prospects are favorable for a speedy launching. The Canadian was built in 1872

Montreal, June 16.—The 500 passengers from Glasgow have two tides of the Allan steamship Canadian not landed in Halifax. The vessel is reported to be in danger.

Off the Rails

Bedford, Ind., June 16.—The rear coach of a passenger train on the Louisville, New Albany and Chicago Railroad yesterday jumped the track four miles north, for and rolled down a steep embankment pulling another coach, a mail and a baggage car with it. The engine and the three coaches had lodged half way down the embankment. The thirty or forty passengers who were on the train were all more or less injured. John Bedford, Ind., June 16.—The rear coach of a passenger train on the Louisville, New Albany and Chicago Railroad yesterday jumped the track four miles north for and rolled down a steep embankment pulling another coach, a mail and a baggage car with it. The engine and the three coaches had lodged half way down the embankment. The thirty or forty passengers who were on the train were all more or less injured. John

THE EGYPTIAN CRISIS.

Panic in Cairo—Protecting the Refugees

Alexandria, June 16.—Matters are no better, alarm is spreading to the villages, and the fleeing from the interior are crowding in. Every ship in the harbour is crowded. The Captain of the American ship Galena is assisting all fugitives of unprotected nationalities. He ordered the Vice Consul to advise all Americans to come on board and chartered a barge to afford more accommodation. Judge Tarnan, Judge Barringer and wife are properly protected. The Khedive received an order from the Sultan to return to Cairo. His obedience is doubtful.

Cairo, June 16.—There is a fearful panic here which Arabi is doing all he can to calm. A European stabbed an Arab merchant, there was great excitement but the soldiers prevented a riot.

London, June 16. The Alexandria correspondent says that really the only serious danger is from the native troops who thoroughly sympathize with the rebels and will fire if guarding Europeans and will take part against them.

London, June 16. It is understood that the Channel Squadron will embark a large number of troops at Malta and then proceed to Egypt.

In the House of Commons, Dilke said that the news from Alexandria is very alarming. No fresh disturbance is apprehended.

Alexandria, June 16.—Tewfic Pasha and Chefik Pasha have left here this evening for Cairo. Tewfic Pasha will take part against them.

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A WAGER CASE

In July last J. Twigg was hired by Capt. Pike to assist him in unloading the schooner Jessie, but after the unloading was done the schooner set sail and Twigg never received a cent for his work. Subsequently the schooner was burnt, and the captain thought he was not bound to pay the debt. Twigg, however, thought differently, and, instead of importuning the captain to pay, had him arrested. The case was tried this afternoon, and the Captain ordered to pay the amount claimed $2.50, with costs—$3.50 in all. Payment of the money just cost the captain 24 percent pretty high interest.

FINANCIAL AND COMMERCIAL

CHICAGO MARKETS

Wheat—July, 1.14½ asked; August, 1.14½ asked; June, 1.08 asked. Corn—June, 74c bid; July, 75c bid; August, 78½c offered. Pork—$17.75 for August, $17.50 for July. Lard—$9.60 for August. Short Ribs—$9.50 for August.

CHICAGO LIVE STOCK MARKET

Chicago, June 16.—Hogs—Receipts, 12,000; shipments, 4,000; market 5c lower, closing weak; mixed and packers, $8.70@$8.90; prime heavy and medium weight, $8.90@$9.15; light, $8.40@$8.80; pigs, $8.00@$8.40. Cattle—Receipts, 2,000; shipments, 1,000; market steady; common to extra steers, $4.75@$6.50; stockers and feeders, $3.00@$4.50; cows, bulls and mixed, $2.00@$4.75; Texas cattle, $3.00@$4.50. Sheep—Receipts, 1,000; shipments, 1,000; market steady; common to choice, $4.00@$6.00; lambs, $5.00@$7.00.

NEW YORK MARKETS

New York, June 16, 1 p.m.

Stocks irregular. Cotton—Steady, at 11½. Flour—Receipts, 14,000; sales, 10,000 bbls; active and 10c to 15c higher for medium grades, mostly for export; state and western, $4.50@$5.25; Minnesota, $4.75@$5.25; Ohio, $4.90@$5.25; western, $4.90@$5.25. Wheat—Receipts, 40,000; sales, 70,000 bushels; opened 1c higher, reacted 1c, closing 1c higher; June, 1.08@1.08½; July, 1.08½@1.09; August, 1.09½@1.10; September, 1.10@1.10½; October, 1.11@1.11½; November, 1.12@1.12½; December, 1.13@1.13½; January, 1.14@1.14½; February, 1.15@1.15½; March, 1.16@1.16½; April, 1.17@1.17½; May, 1.18@1.18½; June, 1.19@1.19½; July, 1.20@1.20½; August, 1.21@1.21½; September, 1.22@1.22½; October, 1.23@1.23½; November, 1.24@1.24½; December, 1.25@1.25½; January, 1.26@1.26½; February, 1.27@1.27½; March, 1.28@1.28½; April, 1.29@1.29½; May, 1.30@1.30½; June, 1.31@1.31½; July, 1.32@1.32½; August, 1.33@1.33½; September, 1.34@1.34½; October, 1.35@1.35½; November, 1.36@1.36½; December, 1.37@1.37½; January, 1.38@1.38½; February, 1.39@1.39½; March, 1.40@1.40½; April, 1.41@1.41½; May, 1.42@1.42½; June, 1.43@1.43½; July, 1.44@1.44½; August, 1.45@1.45½; September,