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450 p.m. 510 "	5:40 a.m.	Mixed train 10:00 a.m. " " 7:00 "

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The Daily News.

FRIDAY EVENING, APRIL 23.

☞ SEE FIRST PAGE.

Sir John A. Macdonald has given, in his place in Parliament, an explicit denial of the truth of the reports charging the Canadian government with employing a paid agent to secure the passage of a new Reciprocity Treaty through Congress. It is to be hoped this denial will put an end, if not to the American newspaper statements, at least to the almost circumstantial reports which have been current in Canada regarding this particular matter.

The question at issue between France and Belgium deems to be irreconcilable, doubtless from the exacting nature of the French demands. It was felt that negotiations regarding railway administration to diplomatists and high class functionaries were admitted, and wherein the object aimed at was the repression of Prussian interests under the cover of promoting industry and commerce, were full of danger; and now it is seen that a crisis has occurred, the exact nature of which will doubtless soon be made known.

Senator Ryan is still moving in the matter of British copyright in Canada, and intends again to bring up before the Senate the subject of admitting American reprints of British authors. His preliminary movement has been to obtain an address to the Governor General for copies of all correspondence between the governments of Great Britain and Canada on the subject of the address adopted in the Senate on the 15th of May, 1868, praying that, with her Majesty's consent, Canadian reprints of British copyright works may be placed on the same footing as foreign reprints in the Dominion. As it is understood that objection has been made by the Imperial authorities, the publication of the correspondence asked for will make known the true state of the case, and enable Senator Ryan to meet the objections that have been set up.

The New York *World* has repeatedly advocated the peaceful annexation of Canada, a matter so popular in the United States as necessarily to command the support of every American newspaper aiming at popularity. But in the present juncture, when the project of an armed seizure has once more gained expression out of the mouth of an American senator, the *World* points out the folly and the danger of such a course. It says:—"It should be remembered by those who so glibly propose that Great Britain should hand over these colonies to the United States as a compensation for the Alabama claims, that she could not do so, were she so disposed, without the consent of the colonists. Colonists as they are, they are nevertheless Anglo-Saxons, belonging to the same proud and sturdy race as ourselves. However hopeless they might regard the result of a conflict with us, we much mistake them if they would not fight manfully against a union enforced by threat or coercion; and those who desire to further this connection could not provoke greater obstacles to its accomplishment, than by those threats of compulsory subjugation which appear in the columns of some of our contemporaries." The *World* is right in recognizing these obstacles to the accomplishment of annexation; though it is not to be expected that it will do itself the honour to recognize an impossible obstacle in the political contentment of the North American provinces and in the new ambition and brighter destiny which Confederation is encouraging.

American sympathy with the Cuban insurrection continues to be manifested in the journals and by politicians. The Spaniards, however, with an astuteness for which they have long been deservedly accredited, are buying up the sympathy by means of war contracts distributed among the manufacturers of the United States. When Spanish interests were at their worst in Washington, telegrams were promptly despatched from Madrid announcing contracts for gunboats in the United States. A company in Connecticut has a contract for making metallic cartridges destined to be fired off at the insurgents in Cuba. This fact furnishes an opportunity for agitating for the recognition of the belligerent standing of the Cubans, that they too may be supplied with arms and ammunition. The New York *Sun* thus urges the supply of war material to the insurgents:—

"The Spanish Government are buying metallic cartridges in this country with which to kill and maim the patriots of Cuba. The Union Metallic Company, at East Bridgeport, Conn., are now at work on an order from Madrid for ten millions of these cartridges to fit the Berdan breech-loading musket. The extent of this commission has rendered necessary the construction of a dozen new furnaces, by the help of which the whole Spanish order can be filled in three months, the daily production being 125,000. While the Spaniards are thus allowed to come here for powder, ball, and guns, to put down the Cubans, shall the latter be denied access to our workshops, foundries, and manufactories of weapons and ammunition? By no means. If the foes of Cuba are to procure here the material of war, we must sell it to her defenders also. But the best way would be to deny it to the Spaniards altogether, and furnish it to the Cubans freely, with the means of safely landing it on the island, so that there will be no doubt about its being made useful by those for whose benefit it was intended.

Should the insurrection continue to baffle the efforts of the Spanish army to put it down, the influences already at work to obtain the recognition of the United States will be strengthened; but General Grant's Secretary for foreign affairs is displaying great circumspection, and evidently will not allow their interests to be damaged by a precipitate recognition of the rebels in Cuba. In the meantime the Spaniards have an opportunity to act vigorously and put down the insurrection. Some important successes on the side of the government have already been reported, and the rebellion may possibly collapse sooner than is generally expected.

PARLIAMENT OF CANADA.

Thursday, April 22.—In the Senate, Senator Bureau moved, seconded by Senator Ryan, for papers relating to the Rev. Father McMahon.

Hon. Mr Campbell had no objections, except that a communication of a confidential character must be withheld.—Carried.

In the House of Commons, a large number of petitions were presented, among which were, one for the construction of the Ottawa Ship Canal; three by Mr Stephenson for the erection of a lighthouse on Lake Erie; one from Mr Brown, praying for the abolition of the customs duty on books.

Mr Wood presented a report of the Bagot election committee, declaring the sitting member (Gendron) duly elected.

Mr Godin introduced an act to limit the rate of interest in the Dominion. Read a first time.

Mr Young inquired whether the report circulated throughout the United States be true that the Canadian Government had employed any person to act on its behalf to endeavour to secure the passage of the reciprocity treaty through Congress.

Sir John A. Macdonald said the report was not true.

Mr Farlin inquired whether it was the intention of the Government to put vessels from New Brunswick and the United States on the same footing as other vessels of the Dominion with regard to pilotage.

Mr Rose said it was the intention of the government to do so, and a measure would be introduced for that purpose.

Mr Keeler inquired whether it was the intention of the government to constitute Dominion Day a legal holiday.

Sir John A. Macdonald said the member for North Simcoe had introduced a bill with that object in view, and the government would take the sense of the House on it.

On motion of Mr Lawson a select committee was appointed to inquire into the working of an act imposing a duty on shingle bolts, pine, oak, and spruce logs.

Mr Mackenzie rose to move an address for a copy of Col. Macdougall's letter resigning the office of Adjutant-General.

Sir John A. Macdonald said there was no such letter.

The motion was then dropped.

Mr Stirton moved for copies of correspondence between the governments of Ontario and Quebec and the Dominion relative to the settlement of accounts with and between them, &c.

Mr Rose said the correspondence would be brought down to the present time, but it was not completed.

The motion was carried.

Mr Bourassa moved for copies of correspondence passed since the 1st of May last between the Imperial Government and the Cabinet at Washington and the government of Canada, on the subject of the renewal of the reciprocity treaty with the United States, and all the negotiations entered upon in consequence of the abrogation of that treaty.

Sir John A. Macdonald said a despatch had been received from the Imperial government by the British Minister at Washington, a copy of which had been sent to the Governor-General, relating especially to coal. That despatch would of course be laid before parliament and all other papers connected with the subject.

The motion was agreed to.

Mr Oliver moved for a statement showing the amounts paid or to be paid by the Dominion government for arrest and prosecution of parties suspected of the murder of the Hon. T. D. McGee, and to whom said sums were paid. Carried.

Mr Rose presented a message from his Excellency communicating papers concerning Nova Scotian affairs, and a minute of the council setting forth the new financial arrangement between that province and the Dominion, which would be submitted to parliament, and which his Excellency recommends to the favourable consideration of the House.

In reply to Mr Holton, Mr Rose said the public accounts were not yet quite ready, but would be very soon. He hoped in a few days to have them ready for distribution.

ST. GEORGE'S DAY.—To-day, it will be remembered, is not only the festival day of the patron saint of England, but is also the anniversary of the birth and death of one whose memory is dear to every Briton, and whose fame is far more widely known than that of the tutelar saint. We allude to William Shakespeare who was born at Stratford upon Avon, Warwickshire, April 23rd, 1564, and died April 23rd 1616, having exactly completed his fifty-second year.

SHIPPING NEWS.—The tug Swan arrived last night from Maitland and Brockville, with the barque John Breden and schooner Waterwitch in tow. The schooner Pearl is loading coal at Swift's wharf for Clayton. The Prince Alfred sailed last night with ice for Chicago. The Princess Alexandra is loading stone at Rudd's quarry for Toronto, and the schooner Kearsage is loading iron ore at O'Gorman's wharf for Cleveland. The Clayton Belle arrived here this morning from Clayton. The Dane, Clayton Belle, J. Breden, and Waterwitch are loading stone at the Penitentiary wharf, their destination is Saginaw and Green Bay. The barge Oneida will be launched from Garden Island to-morrow. The schooner Gazelle sailed for Oswego this afternoon with 1,670 bushels barley, and 4,630 bushels rye. She is the first grain vessel out for the season. Weather clear with fresh breeze from the E.N.E., which has prevailed during the day.

THE NEW FISH LAW.—We call attention to the following new clauses in the fisheries act, which are not generally known: 1. "No person shall fish for, catch or kill any speckled (or brook) trout between the 30th day of September in each year and the 1st day of May in each succeeding year in the Province of Ontario." 2. "No person shall fish for, catch or kill any bass, pickerel (dore) or maskinonge between the 15th day of April and the 1st day of May each succeeding year in the Province of Ontario."

THE STEAMER BAY OF QUINTE.—This steamer arrived on her return trip at 2:30 o'clock this afternoon, and started again at her advertised hour, which she will henceforth continue to do. Her captain reports the ice all clear in the Bay of Quinte, and the water very high at Belleville. The steamer St. Helen, at Mill Point, and the steamer Greenway, at Picton, would be ready to start in a few days. It should be borne in mind that in order to give business men and others from Prince Edward district an opportunity to remain in Kingston as long as possible, the steamer Bay of Quinte will on Tuesdays, Thursdays, and Saturdays, leave Belleville at 1 o'clock a.m., and Picton at 6 o'clock a.m., which arrangement will permit of the steamer's arrival in Kingston at 10 o'clock a.m., thus affording five hours' leisure to passengers.

THE WEATHER.—The weather at present is warm and pleasant, and the late rains have disposed of nearly the whole of the ice in the harbour, which is only now to be seen in some shady spot undisturbed by the wind or waves. The business of loading and despatching the various vessels is being pushed forward with all vigour, and yesterday and to-day the lake, studded with schooners and other craft beating out, presented a cheering and beautiful sight. The clear bright sun striking upon the white sails and the deep clear blue of the lake made up a picture one would stop to gaze at and linger over.

POLICE COURT.—There was no business at the court this morning. The call for hands to work at loading vessels is producing a beneficial effect upon the few old regulars who furnished material for the police sheet, these men having gone to work.

DISASTROUS FRESHETS—ELEVEN PERSONS DROWNED.

Ottawa, April 22.—No train left Ottawa this morning in consequence of the submerged state of a portion of the Ottawa and Prescott Railway. The train from Prescott this morning has got through the Kemptville swamps and passed Osgoode Station. It is feared that when the frost is out of the swamp the ties will be loosened there, and the road be impossible. It is expected that a scow will be put on to run through the swamp, and that trains from Prescott and Ottawa will run to the swamp, making an interchange of passengers there. The track is submerged about two miles out from the city. No damage of a permanent character has yet taken place.

Granby, Quebec, April 23.—A number of citizens, who were looking at the flood from the principal bridge in this place, were drowned. The water, which is very high, having undermined the masonry of one end of the bridge, it gave way, and the end of the bridge fell about 5 feet, sliding the people who were on it into the water, which is running swiftly at that point. One or two who were on the bridge escaped, and eleven persons were drowned:—Mrs S. C. H. Miner, her mother, and eldest daughter; Mrs John Bradford, her sister, son, and daughter; Mrs Z. Harvey, Patrick Hack, one of our leading magistrates; and E. B. Gilmour and son. Dams and bridges are going all along the river. The water is unusually high.

Watertown, N. Y., April 22.—The river was higher this morning than has ever been known in the history of the town. A freshet so tremendous and destructive to property has never before occurred in this region. All manufacturing establishments on the south side of the river, and most of them on the north, will be stopped by the loss of dams, bullheads, and flumes. West & Taggart's paper mill is the only one that has escaped below Factory Square. O'Dougherty's grist mill and one dwelling house were swept down by the ruthless flood, which also carried away a saw mill and Nicholl's woolen mill. The Eagle Mills (Curtiss & Flyn) are badly damaged; and Farewell and Baker are busy removing stock from their tannery. Nearly all of two sides of Lord's iron works have fallen in, and one corner of Hadcock's axe factory, and the foundation of the Knowlton Bros. addition to their paper mill, was swept down the angry stream. The tanneries will be greatly discommoded, and the flouring mills entirely stopped. Losses of stock were mainly confined to O'Dougherty, Lord and Nicholls.

THE NEW IRON CLAD, THE CAPTAIN.

The Right Hon. H. C. E. Childers has visited Birkenhead to witness in his official capacity the floating from Messrs. Laird's works of the monster iron-clad turret ship, The Captain, which had been constructed by the orders of the Admiralty. The ship is nominally of 900 horse power, and her tonnage, 4,272 tons. The steam is supplied from eight boilers, having twenty-eight furnaces. She is protected with armour plates seven or eight inches thick, and by four guns in the turrets, which are 600 pounder 25 ton guns, and by two in the upper deck, which are 100 pounder 6½ ton chase guns. That part of the turret exposed to shot is covered with armour plates ten inches thick about the ports, and for one third the circumference, and with plates nine inches thick for the remainder; while the lower part and all the gearing is protected by the eight inch armour on the sides of the hull. The height of the centre of metal of the guns is twelve feet above the water-line, which will admit of them being fought at sea in very heavy weather. The magazines and shell rooms—two of each—are below each turret, so that the shot and shell may be hoisted direct into the turret spaces. The design was prepared by Captain Coles, and the contract with Messrs. Laird was made in February, 1867.

St. Andrew's Society of Belleville are to have their annual excursion to Niagara Falls this year.

More of the Toronto rowdy council. Portly Alderman: *I* can pay 20s. in the £. Can you? Smaller Alderman; I can.

The Royalist, of eleven guns, visited St. John on the 17th inst. She is on business connected with the protection of the fisheries.

Colonel Lord Alexander Russell of the Rifle Brigade is about to proceed to England on leave of absence from the 30th inst. to the 31st of August. Leave to proceed to England has also been granted to Major Blood of the 69th—21st April to 31st July.

Near London a workmen's village is to be built. On the site of twenty farm acres on which there are to be 600 houses, mostly with small gardens. Lord Shaftesbury is at the head of the enterprise.

In the shipping records of the last century are found reports of small vessels—schooners and sloops of but twenty tons burden—clearing from American ports for Africa and the West Indies. A large number of the ships then afloat registered between 60 and 100 tons.

The labourers employed on the Gerrit Smith harbour improvements at Oswego, 230 in number, struck for higher wages, on Saturday. They have been receiving $1,12½ per day, and want $1,50. Mr Smith was in Oswego on Saturday, and it was thought the difficulty would be amicably arranged.

The Nabob of Bengal has arrived at Paris, and registers himself on the hotel books as "Mumtazamul-Moock-Moshum-dow-Cab-Fureed-Ponj-Sound-Munzoor-Ali-Chan-Bahador-Musrutjung."

MR LYNN'S PAMPHLET ON CANADA.

At a time when thousands of the unemployed are preparing to quit their native land—for one in which they may at least be able to earn their daily bread—it becomes a matter of much importance to have some reliable information, published in a cheap and compendious form, to guide intending emigrants in their arrangements for emigration, so as to enable them to set to work in the best and most economical way, and to give them some inkling of what may be their chances of bettering their condition in the land of their adoption.

An excellent penny pamphlet for working men on emigration, labour, and wages in Canada, has just been put into our hands. It is written by Mr Frank Lynn, a gentleman who has recently returned from Canada, and whose name is already familiar to the public from the many articles and letters which have appeared in his name in the daily and weekly papers, and which have, to no inconsiderable extent, been the cause of the present movement in favour of emigration to Canada.

Mr Lynn's pamphlet begins by giving a short account of the reasons why the labouring classes should take a more active interest in the opportunities open to them in the colonies. He then proceeds to give some practical details of the classes of men required in Canada and the wages that are paid by various firms—in different places. The particulars of the Canadian markets, and cost of food, the law of free grants of land, and an account of his journey to the districts where these grants are given, with a description of the Muskoka territory, follow. The whole is concluded by a detailed account of the cost of railway and steam transit to different places in Canada—with the names and charges of the hotels on the road, or at any point where the traveller may have occasion to stop.

In all cases Mr Lynn has been careful to give the exact cost of each journey by railway or stage—the great advantage of which is, that it enables the emigrant or trader to estimate his outlay before starting, besides giving him data to guide him in arranging his journey, so that he may make his calculations in accordance with actual facts.—*London Star.*

HOUSE OF COMMONS—NOTICES OF MOTIONS.

Mr Benoit—Inquiry whether, with a view to the effective protection of our manufacturers, and in order to give an impetus such as is absolutely required to the establishment thereof, it is the intention of Government to raise the duties on foreign manufactured goods; more particularly on articles the raw material of which abounds in the Dominion.

Mr Godin—Address for a statement showing the revenue collected since last session, and derived from the tax imposed on tobacco cultivated in Canada, and not manufactured; also the outlay for collecting said tax.

Mr Mackenzie—Address for copies of correspondence between the Government and the Trustees of the Bank of Upper Canada, and copies of all Orders in Council or other documents connected therewith.

Mr Bodwell—Address for a return showing the progress made in opening up communication between Fort William and Red River Settlement; what amount has been expended on said work, with names of parties to whom amounts have been paid in connection with said service, and for what.

Mr Oliver—For Committee of the Whole to consider the following resolution: That it is expedient to alter the provisions made in Sec. 105 of the British North America Act, 1867, as Canada is by the same Sec. empowered to do, and fix the salary of the Governor-General at $32,000 per annum, instead of £10,000 sterling mentioned in said Section.

Mr Benoit—Inquiry whether, with the view of improving the commercial relations between the Dominion and the States, the Government intend to take steps to hasten the construction of the canal from Chambly to Longueuil, opposite Hochelaga, thus connecting the St. Lawrence and Champlain.

Mr Benoit—Inquiry whether the Government intend to cause the construction of the fortifications before Montreal to be commenced this year.

Mr Oliver—Address for all communications to and from the Government respecting the exportation of American silver, or the reduction of its value.

Mr McConkey—Inquiry whether, in view of the acquisition of the Northwest, the Government intend asking an appropriation to open communication between Fort William and Fort Garry; and if so, when operations to that end will be commenced.

Mr Alonzo Wright—Will move for the reading of the Journals of the House for May 13th and 18th, 1868, respecting the appointment of a Committee to inquire into the administration of justice in the district of Ottawa; also for the re-appointment of the Committee to proceed with said inquiry.

The Roman Catholic bishop of Chicago has become insane.

Fort Wayne, Ind., prohibits velocipedes and baby waggons on the sidewalks.

People are already getting tired of velocipedes in New York, and many are advertised for sale.

The King of Sweden writes a poem every day, but to his credit be it said, he publishes none of them.

Mr J. F. Elliott, Collector of Customs at Windsor, Ont., died on Monday evening last.

In Iowa wild pigeons are coming down like the locusts in Egypt. Farmers are dreading a re-enactment of last spring's proceedings when they come to seeding.

There is some talk of removing the United States seat of Government from Washington to New York.

The 100th Royal Canadian Regiment, at present stationed in Glasgow, Scotland, has given 100 volunteers to the 1st and 2nd Battalions of the 14th Regiment.

The use of air guns in New York is becoming so common that there is a call upon the police to suppress their sale.

By the end of the present week the United States squadron will comprise eleven vessels, with an aggregate of 110 guns.

A large number of farms in King William county, Va., have recently been sold to emigrants from the North.

Ex-President Johnson's journey through the state of Tennessee partakes of the nature of a triumphal progress. He is warmly welcomed by the people everywhere.

A notorious courtesan of New York hired a house, under an assumed name, in Fifth avenue, and moved into it. She has just been paid the sum of $150,000 for leaving it.

It is reported that most of the ordnance and ordnance stores sold at the arsenal at Rock Island, some days ago, were bought by agents of the Cuban insurrectionists.

The English sparrows let loose in the Philadelphia parks disdain the habitations designed for them by human hands, and are building for themselves.

Wm. Sturgis, of Chicago, who has just gone into bankruptcy, reports his liabilities at four million four hundred and fifty-five thousand dollars. They do everything on a liberal scale in Chicago.

The Rochester *Chronicle* is severe on velocipedes and the amateurs who ride them. It says that of all popular sensations the bicycle has had the largest run, and will have the speediest exit. Nothing so superlatively ridiculous has ever before commanded the serious attention of intelligent men. As a toy, it is good—it is just the sober earnest it is worthy of no respect whatever. It cannot be used to advantage over hilly places or stony or muddy roads, and failing in this particular it fails in everything that is valuable. A man on a velocipede is as much out of place as a monkey on horseback, and—to tell the melancholy truth—just about as ridiculous. We have no desire to injure the ambition of those who have mastered the thing, but the truth ought to be told. And three months from now the places which know the awkward, ungainly, altogether miserable thing, will know it no more.

THE NEW INSOLVENCY BILL.

In the House of Commons on Wednesday Sir John A. Macdonald also introduced a bill respecting Insolvency. He said this contained substantially the provisions of last year, with additions, alterations, and amendments which experience had shown to be called for. He knew the subject was one which would excite a great deal of interest in this Chamber, as it did in the country, and that it was one on which there were a great many opinions. A strong opinion had arisen that all laws relating to insolvency were inexpedient; another opinion was that a law of insolvency or bankruptcy, if carefully prepared and well considered, was essentially requisite in a commercial community. In that opinion he concurred. The complaints that had been made against an Insolvency Law generally were found to apply more to the working of the system, than entirely against any system by which a party who dealt honestly with his creditors, giving up everything he had in the world, should not be kept a useless member of society—useless to himself, his family, and the community, by having a debt round his neck from which he could make no escape. The bill was ready for distribution, and at the second reading he would invite the expression of the opinions of the members in all quarters of the House.

This subject, as the House was aware, had been before the leading Boards of Trade of the Dominion, and they would have the advantage of the opinions expressed by those bodies, so far as their recommendations and propositions would throw light on the matter. He hoped the principle of the bill would be thoroughly discussed on the second reading, and he would then be a good deal guided by the feeling of the House, whether the bill should go to the Committee of the Whole and its clauses be discussed there, or whether there were such irreconcilable differences of opinion as to necessitate the measure going to a Special Committee. If at the second reading it proved that the principle of having an Insolvency Law was acceptable to the House, he thought it would be found that the details could be discussed with most advantage in Committee of the Whole. He had no intention to hurry the measure, and introduced it thus early in order that they might receive upon it the views of the commercial men of all parts of the country.

The second reading was put down for Friday.

THE GREAT WESTERN RAILWAY DEBT.

In the House of Commons on Wednesday Hon. Mr Rose moved that the House, on Friday next, resolve itself into Committee of the Whole to consider resolutions declaring it expedient to confirm the agreement made by the Government and the Great Western Railway Company, for the settlement of the debt due by the Company to her Majesty. The hon. gentleman gave some explanations of the agreement made with the Great Western, which were only partially audible in the gallery. He was understood to say that previous to 1850, the Company had paid off a portion of its debt to the Government, leaving the sum of £573,000 sterling still due, and that in that year the Company asked the Government to suspend asking payment of interest on the amount. Since 1859 no interest whatever had been paid. In the course of last year negotiations were opened between the Government and the Company, with a view to effecting a settlement. The House was in possession of all the correspondence, and he should only now state what it had resulted in. The total amount, which would be payable by the Great Western Railway, for interest, at the rate of 6 per cent, capitalized every half year, would be a little over $600,000. That was the limit of the Government claim. In addition to the capital, it was proposed that the Company should pay—including the postal and military earnings retained—the sum of $855,000. Leaving a sum of about $745,000, which it was proposed to remit, it would be seen that the Company had made a variety of propositions. The Government would not entertain any of those propositions, but insisted that the negotiations should proceed on this principle only—that the Company should pay the capital of its debt in full, and that any concession should apply only to the arrears of interest. The negotiations resulted in this—that the capital of £573,000 sterling should be paid in full, and the Government, in regard to arrears of interest, would stand precisely in the same position as the shareholders of the Company, themselves receiving from 3½ to 3½ per cent of interest from 1855 to the present time. It was true, that the shareholders had only been receiving an average of 2½ per cent, but it had been held to be only fair to add to this the amounts of interest retained from the Government and assuming them to have been available for dividend, and in this way the rate of 3½ to 3½ per cent had been arrived at. The sanction of Parliament was now asked to the arrangement. There could be no doubt that it was a final settlement, because already the Company had paid £100,000 sterling, and had given bonds payable to bearer at one, two, three and four years for the balance, making them a first charge on the revenues of the Company. There was no danger of any pressure for further remission. He added that his Excellency's permission for the introduction of these resolutions was given in a message.

THE NAVAL ENGAGEMENT AT SWATOW IN CHINA.

The overland China mail announces that the natives near Swatow have been "satisfactorily" punished for their attack upon the Cockchafer's boats, 98 of their number being killed and wounded. It gives the following particulars:—

Her Majesty's ship Rinaldo, flying the pennant of Commodore Jones; the Perseus, the gunboat Leven, the Bouncer and Cockchafer, having arrived at Swatow on the 28th of January, the marines under command of Capt. Hale, R.M., landed early on the morning of the next day. The boats were got out, and, with the small-arm men and four 12-pounder Armstrong field guns, proceeded up the Hau, the two bodies meeting at a bend of the river below Hoo Woo, thus increasing the land force to about 250 men. They were marched to the river face of the town of Tangtun, where they were halted and the field guns landed from the boats, which continued to ascend the river, protecting the left flank of the land force. A body of forty seamen were then detached, under Commander Stevens, to hold some sand hills on the extreme left, and somewhat in rear of Tangtun, while the main force with the marines in skirmishing order, approached the town. When they had reached about 150 yards from the walls, a brisk fire was opened on them, which extended some distance to the right, from behind bushes and an embankment; this was at once replied to with field guns and small arms, and in about ten minutes the Chinese were compelled to retire, and an entrance to the town was forced. Considerable resistance, however, even then was experienced, terminating in our men making good their position, the main body of the enemy retiring to a suburb in the rear, from which they were dislodged in like manner. During this time the detachment sent to the left had not been idle. A body of Chinese had approached from the direction of Poting, and with a portion of the retreating defenders of Tangtun sought to occupy the sand hills above alluded to, thus assailing the occupants in front and rear. However, the Sniders defeated the project, compelling them to retire rather hastily towards Poting. The seamen under the command of Commodore Stevens were then occupied in burning Tangtun and the suburb, both of which were in a blaze by 1 o'clock, when the whole force rejoined their boats, and dined on the river bank. At about 2 o'clock the force again advanced, the marines under Capt. Hale, with their left resting on the river, and the seamen under Commander Stevens on the right, with skirmishers thrown out on their right flank, the Commodore commanding the whole force from the centre. On the force approaching Poting, the enemy opened a severe fire, which was maintained for a considerable period, the whole force lying down for a time while a reconnoissance of the defences was being made. It then advanced in line, scaling the walls and driving the enemy, who continued maintaining a hot fire from the banks and brushwood on the right of the town before it. They were, however, driven from the defences in succession, and after a resolute and combined charge of seamen and marines, and a steady advance of the main body of marines through the town they were dislodged, retreating in haste to Outing-poi across the intervening plain. After a short halt the force advanced on the latter town, in the same order as before, avoiding the extreme of the town, which appeared difficult of access. Finding a canal in rear of the town, an entrance was forced under brisk and determined opposition. The Chinese were driven from street to street and house to house, and by half-past five the town of Outing-poi was in one vast blaze. During the time some well-directed shells from the field pieces and boats' guns burst over the scene of operations, adding considerably to the confusion of the retreating forces. By half-past eight p.m., the whole force were re-embarked and returning to their ships. Thus, in a few hours, the perpetrators of the outrage on the Cockchafer's boats had been thoroughly punished. We can scarcely add much to the account of subsequent affairs already given. The villagers sent a deputation to beg for mercy, and were promised that if they refrained from future attacks they would be left in peace. We learn, however, that Admiral Keppel has directed the commodore to express his sense of the gallantry and judgment with which the whole of the force landed acted—a duty which it will, doubtless, give great pleasure to Commodore Jones to fulfil. The best thanks of the local, mercantile and missionary community are due to the naval authorities, who have thus in all probability ensured them a peaceful residence in Swatow for some time to come.

A Philadelphia merchant got drunk one night last week, and found himself in the morning in a dissecting room, having been taken by a party of drunken students for a stiff.

R. & J. GARDINER

ARE NOW SHOWING THEIR

Spring Importations,

PERSONALLY selected with taste and care by one of our firm from the leading manufacturers in the British Markets. We have much pleasure in inviting an inspection of our present Stock, which, for sterling value, appropriateness to present wants, and remarkable cheapness, has very rarely been equalled.

Black Lyons Silks
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Lace Collars and Cuffs, real Danish Cluny, and other Laces, Embroideries, Satin Sashes and Belts
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Tang, Gilt, Jet, Silk, and Satin Buttons, &c.
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HOUSE FURNISHING GOODS.

Grey and White Cottons, cheap
Cotton and Linen Sheetings, all widths
Quilts and Counterpanes
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With a complete stock of English, Scotch, and Canadian Cloths, Tweeds, Novelties in Silk and Satin Ties, Shirts, Collars, Fancy Flannels.

BUT ONE PRICE MADE. GOODS SOLD FOR READY MONEY ONLY.

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April 6.

Moet And Chandon's Champagne.

MOET AND CHANDON'S WHITE DRY SILLERY, in pints, best imported

W. R. McRAE & Co.

April 16.

NEW CROP BLACK TEAS ARRIVING

50 HALF CHESTS CONGOU (New Crop.) 50 " " " Souchong, from 2s. 6d. to 5s. per pound.

W. R. McRAE & CO.

April 13.

Save 10 per cent in your Laundry!

Royal Glycerine Soap, in 1 lb and 3 lb bars.
Royal White Soap, " "
Golden Bar Soap, " "
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The above Soaps are of the best quality, and a saving of 10 per cent from the ordinary Soap.

W. R. McRAE & Co.

April 5.

Tarragona and Burgundy Wines.

Pure Juice Port Wine, in wood and bottle.
Burgundy Port Wine, " "
Tarragona Port Wine, " "
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The above Wines are highly recommended for their purity and cheapness.

W. R. McRAE & Co.

April 3.

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Lemon Syrup.
Strawberry Syrup.
Raspberry Syrup.
Ginger Syrup.
Pine Apple Syrup.
Noyeau Syrup.
Banana Syrup.

W. R. McRAE & Co.

CHAMPAGNE! CHAMPAGNE!

VICTORIA CHAMPAGNE, in baskets.
Prince of France " in cases.

The above delicious Wines are very fine in quality and highly recommended by the nobility of Britain and France.

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ALE! ALE! ALE!

WELL UP.

200 dozen Labatt's East India Pale Ale.
200 " Mild Ale.
100 " Scotch Ale, Edinburgh.

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IRISH PORTER! IRISH PORTER!

Guinness' IRISH PORTER, quarts and pints.
Blood's " " " "

W. R. McRAE & Co.

OLD RYE WHISKEY!

A few Barrels OLD RYE, very fine, five years old.

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NEW DUTCH WOOL CARPETS, STAIR CARPETS, FELT, COCOA MATTING, OILCLOTHS, MATS, and HEARTH RUGS, &c.

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April 8.

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ARE showing the Largest Stock of Fancy Dresses in the city.

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ARE showing the Largest Stock of Parasols, Sunshades and Umbrellas in the city.

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ARE showing the Largest Stock of Lace Curtains in the city.

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ARE showing the Largest Stock of Scotch, English and Tweeds in the city.

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ARE showing the Largest Stock of White and Grey Cottons, Sheetings, Quilts and Table Cloths in the city.

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IMPORT direct from the Manufacturers with READY MONEY, and SELL ONLY.

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A FRESH SUPPLY OF ENGLISH SEEDS AT SKINNER'S.

A FRESH SUPPLY OF BURTON'S TOBACCO ANTIDOTE

WHOLESALE PURCHASERS supplied on the best terms. Hair, Tooth, and Nail Brushes, Combs, and Perfumery, a large variety, which will be offered at very low prices at

SKINNER'S DRUG STORE.

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CONSISTING IN PART AS

BROADCLOTHS, Black and Coloured
Black Doeskins and Cassimeres
Tweeds, English, Scotch, and Canadian
Waterproof Tweeds and Meltons
Fancy Dress Goods.
Lustres, Mohairs, Challies, &c.
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Imperial Quilts and Twilled Quilts
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Damasks and Moreens.
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April 9.

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April 8.