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The Daily News.

WEDNESDAY EVENING, MARCH 18.

☞ *SEE FIRST PAGE.*

The Anti-Unionist delegates from Nova Scotia will not have things all on their own representation in London. At the request of the Imperial Government Dr. Tupper will go to England to represent the Union aspect of the case as regards Nova Scotia, and the agitation for repeal. From the ability of the honourable gentleman and his thorough devotion to the cause of Confederation, we may incline to the opinion that single-handed he will be able to hold the dis-unionists in check. It is a high personal compliment that Dr. Tupper has been sent for; but it must be equally gratifying and significant to the people of Canada that the home government should ask for a Unionist champion to confront the dissatisfied delegation from Nova Scotia.

The delay of the House of Representatives at Washington in making an appropriation for the purchase of Russian America under Mr Seward's treaty has been noted. It is stated that the delay thus far has been occasioned by the determination of the committee of the House, to which the subject was referred, to consider the case thoroughly by obtaining all the information to be had on the subject before coming to any conclusion. The Washington correspondent of the New York *Sun* says that there is now a disposition on the part of the committee to report against the appropriation. If this should prove true Congress will be most likely to act on the report, and the tables will be effectually turned on the great American land agent, and a check put upon the acquisition of fresh territory. The indifference of the British Government and people to the purchase, which was not at first counted upon, has left the Americans to regard the acquisition of Alaska in a matter, of, fact light, and they appear to judge that it is not worth to the Republic the money which Mr Seward agreed to pay for it.

SPECIAL TELEGRAM.

FROM MONTREAL.

Montreal, March 18.—Some of Mr McGee's friends are about to present him with a life size portrait in oil, exhibited at the rooms of the Arts Association in 1867.

The river continues to rise rapidly.

At the St. Patrick's promenade concert last night speeches were made by Messrs. Develin, Workman (the new Mayor), Anglin and others.

Seventy interments took place in the Protestant Cemetery last week and eighty-eight in the Roman Catholic.

The *Gazette* says:—Sandford Fleming's staff will proceed at once to River du Loup, where the force will be divided into sections and proceed at once with the work of the Intercolonial Railroad. Progress is to be reported by the end of April.

SPRING BIRDS.—A small flock of wild pigeons was seen to pass over Pittsburgh on Tuesday, (St. Patrick's Day,) and robins had been seen in the woods for a few days previous to that date.

Coal in Boston has advanced from $9 to $10 per ton.

The Housatonic Valley supplies New York city with four hundred thousand quarts of milk daily.

The Indianapolis and Terre Haute railroad company are contemplating putting down a second track the full length of the line, in order to accommodate increasing business.

It has been decided in England that a stamped fac-simile of a signature is as valid as a written one.

The *Leader* says it is reported that the new Toronto Hospital Commission about to be appointed by the Government, will consist of Mr Justice Adam Wilson, Mr E. H. Rutherford, and Mr Lawrence Hadon, Senior.

Hon. Mr Mitchell's bill on the fisheries is in a forward state of completion. It is understood that the bounties to fishermen formerly given by the Nova Scotia Government, will be renewed. Also, that the licence fee to American fishermen will be increased from $1 to $2. The amount received from this source last year was some $40,000.

A correspondent of the Whitby *Chronicle* gives a glowing account of the beauty and salubrity of New Zealand, which colony he has recently visited. He says: "The climate is so favourable you can grow vegetables all the year round. I planted potatoes in July which will be fit to dig about the 15th of November. I have also about an acre of buckwheat, sowed first September, which will be ripe about December, when I put in corn, which may be planted up to 15th January. In fact a man can do three times the work here he can in Canada, the seasons are so long. You can work every day except when raining, which in winter is a couple of days about every two weeks (full and new moon.) No cold. Had in winter a few nights frost, hardly white, such as you sometimes have in Canada in August. The days are very warm, scarcely any perceptible difference between summer and winter, so you may judge from the fact that children sometimes go into the water in mid-winter."

STEAMER EMPRESS BURNED.

LOSS $15,000.

At a few moments after two o'clock this morning (Wednesday) an alarm of fire was rung out by the bell in the city clock tower. A bright light was seen reflected from the harbour between Princess and Queen streets, and it was soon ascertained that the steamer Empress, which was lying in the slip at Mr Gildersleeve's wharf, was on fire and burning furiously. The vessel was burning aft, which portion was first consumed, the flames spreading rapidly forward until she was in a general blaze. Engines Nos. 1 and 3 were brought down as soon after the alarm was given as they could be conveniently got out; the former being stationed on Gildersleeve's wharf at the foot of Queen street, the other on Chaffey's wharf, opposite the burning vessel. It was some time, however, before the stream from either engine could be brought to bear on the burning mass. No. 3, which was worked slowly by a few men, with no more to replace them at the brakes when they were worn out, poured a feeble stream upon the fire, which eventually had the effect of keeping down the blaze, and preventing the fire from spreading to the wharf and vessels in the vicinity; but No. 1 refused to suck the water from the hole which had been cut in the ice seven or eight feet below the level of the engine, and consequently could not be worked at all. An attempt to supply this engine through a hose attached to the hydrant at the corner of King and Brock streets, also failed, and there it lay perfectly useless in the hands of the men at the brakes. In the meantime, a quantity of cordwood belonging to Mr Gildersleeve, piled on the edge of the wharf nearest the burning vessel, took fire and threatened to connect the flames with the wharf and the vessels lying between this wharf and Berry's. But the wood burned slowly, and was rather a protection to the wharf than otherwise, providing the fire did not spread too far along the pile before engine No. 1 could be set to work. The steamer was past all help and had to be left to her fate, No. 3 engine still playing upon the flames as well as on the tugs of the Messrs. Chaffey, which were in the vicinity of the wreck. There was still a chance of the fire spreading, when Alderman Henry Cunningham, seeing that there was no hope of immediate assistance from No. 1 Engine, went to the quarters of the Commandant of the Garrison, Colonel Gibbon, and procured from that officer—who is always ready and willing to assist in any emergency—an order for a Company of the 17th Regiment and one of the Royal Canadian Rifles, who were speedily marched to the scene of the fire. With this reinforcement engine No. 1 was thoroughly worked and kept going until all danger was past. Previous to this the suction difficulty had been overcome by Mr McNeil, and the engine did good service in preventing the fire in the wood piles from spreading, a portion of the principal pile having been previously removed by men hired for the purpose by Mr Gildersleeve. About twenty cords of wood were burned. Towards the close the steamer consumed slowly, and it was sometime before the mast fell to which the bell was attached, and the walking beam, which was supported by a heavy framework of wood. The steamer eventually burned to the water's edge and settled in the slip, the heat melting the ice round about her sufficiently to let her down.

A few planks and beams will replace the injury done to Mr Gildersleeve's wharf, the damage not being very great.

The Empress was formerly the New Era, and was sold to Mr Owen Lynch, of Beauharnois, for $15,000 in April 1865. A brother of the owner has been in charge of the vessel during the winter, and the owner himself was here a few days ago making arrangements to prepare her for the opening of navigation. There is said to be an insurance of $15,000 on the vessel, probably in Montreal, as there does not appear to have been any insurance effected on her in this city. The wind was fortunately low; had this not been the case the damage to surrounding property must have been very great. One of Mr Chaffey's tugs was in great danger at one time, but by dint of watching and a good water supply it escaped. The origin of the fire is unknown.

COUNTY COURT.

Tuesday, 17th March.

The Queen vs. Chapman.—The prisoner, George C Chapman, was the man who, on his way to the city from Whitefish Falls, through Pittsburgh, grossly assaulted two old women, one of them almost fatally. It was in consequence of the injuries sustained by this woman that the prisoner's trial was postponed, until it would be seen if she could survive her injuries. The facts of the case have already been published when the affair was before the police court. The prisoner pleaded guilty of common assault, and was fined $10, and to remain in gaol until the fine is paid. Mr R. M. Wilkison, County Attorney, for the crown.

The jury in the case of Brown vs. Mitchell, et al, returned a verdict for the plaintiff, $150.

Wednesday, 18th March.

The court opened at ten o'clock, there remaining only one case to try. Previous to its being brought on the following prisoners were sentenced:—

Peter Robbins, larceny, six months imprisonment at hard labour.

John Smith, killing cattle, six years at hard labour in the Provincial Penitentiary.

A new trial has been applied for in the case of Ann Smith, and as the application will be argued in term the prisoner was not brought up for sentence.

Waddell vs. Anglin, et al.—Action to recover the value of certain saw logs, brought by Rose Ann Waddell of this city against William Anglin, Samuel Anglin, Samuel Anglin, jr., Robert Anglin, and another defendant. The plaintiff was the purchaser of certain sawlogs, scantling, square timber, etc., belonging to William B. Anglin, one of the defendants in this suit, which were seized and sold under a writ of execution, in the case of Waddell against Anglin, about two years ago. Part of the logs were afterwards removed by the purchaser, and floated outside the railway track, from which place they were taken and placed in their former position during the night. Another attempt having been made to remove them at the instance of the plaintiff, it is alleged that the removal was prevented by the defendants. Mr Tunis Love Snook, for plaintiff; Messrs. Britton and Price for defendants.

The Judge ordered the plaintiff to be nonsuited, but the case subsequently went to the jury. Failing to agree, they were locked up, and the judge will receive their verdict at seven o'clock this evening.

The court rose, after a sitting of eight days.

German red tape is as unyielding as bands of iron. One night in January, a fire occurred in the town of Garldorf, and spread with such rapidity, that a message was despatched to the Abermimann, twelve miles distant, to ask for the fire engines. Having lost the written order, the officers would not let the engines go until he had returned and procured another. During that time forty-seven houses were burned, including the post, the church, the castle of the Count Von Pueckler, and seventy-eight families, in all 300 people, were turned out half naked in the winter's snow.

PARLIAMENT OF CANADA.

In the House of Commons on Monday, March 16, several petitions were presented, praying for the adoption of the Robinson route for the Intercolonial Railway.

Mr Jones (North Leeds) inquired as to the action of the Government in dispensing with the services of officials who had been connected with the management of the Ordnance and Indian Lands before these were transferred to the department of the Secretary of State.

Hon. Mr Langevin stated that in reorganising the Department the Government had practiced all the economy that was consistent with the efficiency of the public service. They had dispensed with the service of ten or eleven permanent and temporary clerks, and two messengers, making a saving of about nine thousand dollars.

In reply to Mr Jones, Sir John A. Macdonald replied that it was the intention of the Government to carry out in good faith the agreement made at the time of the Union between the Province of Canada and the Maritime Provinces touching the construction of the Intercolonial Railroad, which was also provided for by a law passed during the present Parliament. It was the intention of Government to proceed with the work, and to make Truro the eastern terminus, as provided in the Railway Guarantee Act.

Mr Mackenzie asked whether the Government have adopted a route for the Intercolonial Railway.

Sir John A. Macdonald—The Government have not yet adopted a route, but expect shortly to do so.

Mr Jones (North Leeds) moved an address for all correspondence with the Government, respecting the location and construction of the Intercolonial Railway, since the 3rd December, 1857.

Sir John A. Macdonald—Will my hon. friend let that stand till to-morrow?

Hon. Mr Holton thought there could be no harm in having just now a little discussion on the question raised by this motion. He confessed he was somewhat surprised when, a few minutes ago, the Premier informed the member for Lambton that the Government had not yet determined the location of the Intercolonial Railroad. He recollected well when in December they were urged to give immediate passage to the Intercolonial Railway Act. The urgency of the Government was based specially on the obligation they were under in good faith to the British Government, and the Lower Provinces, to determine and submit to the Imperial Government the route to be pursued by that railway. And now they found themselves at the end of three months without this preliminary step having been taken. He thought the leader of the Government should take this, the earliest, opportunity of giving the House and the country the fullest possible explanations as to the reasons which had led to this extraordinary and unexpected delay.

Mr Jones (Leeds) said the general feeling of the Province of Ontario, so far as he had been able to ascertain it, was this—that the Intercolonial Railway was undertaken only as one of the conditions of the union with the Maritime Provinces, and that if the union was not to last, it would be wrong to carry out this condition, and incur an expense of twenty-five million dollars, one half of which the people of Ontario would pay without deriving any advantage, directly or indirectly, from the construction of the road. He considered that if Nova Scotia went out of the Union, the compact would be broken, and the obligation to construct the Intercolonial would no longer be binding, although he agreed that if the Union continued the railway should be built.

Sir John A. Macdonald said, though unfortunately there was a feeling of dissatisfaction displayed in the Province of Nova Scotia, with regard to the union or the mode in which it was carried, that was no reason for not proceeding with the construction of the Intercolonial. Such a step would be a justification and excuse for increasing the dissatisfaction of Nova Scotia. The Government—and he was sure the people of old Canada and New Brunswick—deeply regretted that that feeling should exist; but they would fain hope and believe that as they became better acquainted with each other, that dissatisfaction would decrease, and that the suspicion of wrong which had obtained would be diminished by justice and equity being exercised by this Parliament towards every portion of the Dominion, and that before long the feeling of dissatisfaction would disappear, and that all would be satisfied to be united in one Dominion, under one Parliament, as they were now loyally united under one Queen. His hon friend must see that it would not be the best mode of arriving at this conclusion to deal with the question of proceeding with the Intercolonial as one still open for discussion. He could appreciate the feelings of some of the people of Nova Scotia. It had always been the case with such unions at the commencement that they had been accompanied by a considerable feeling of dissatisfaction. The majority of the people of Scotland at the time of the union with England were exceedingly dissatisfied with the measure, and it was only by the perseverance of the British Government in a course of equity and justice, and kindness, and generosity to the people of Scotland that at last, though by slow degrees, and after very many years the people of Scotland became reconciled to the loss of their ancient independence; and not the least prosperous part of her Majesty's Dominions was the ancient Kingdom of Scotland, and her sons were found everywhere in positions of trust, a much wider field for their ambition being now open to them than if Scotland had remained a separate country. He trusted to see the same result with regard to Nova Scotia, although he hoped the period of its dissatisfaction would not be so long protracted as in the case of Scotland. Meanwhile he thought it in the highest degree undesirable that they should contemplate as a possibility so great a misfortune happening as would be the severance from this Dominion of one of its provinces, and it was quite clear that if the other provinces repudiated the obligation they voluntarily undertook as to the construction of the railway, it would be a justification to Nova Scotia to continue the agitation with greater intensity, on account of the breach of faith with which they would be able to charge us. He considered it to be the duty of the Parliament and Government of Canada to carry out to the letter and in the spirit every promise they had made, and then there would be no justification, looking at it from our point of view, in the desire of any portion of the people of Nova Scotia to secede from the Union. With reference to the remarks of his hon. friend the member for Chateauguay, he denied that there had been any breach of faith in postponing the decision as to the route. The Imperial Act required that within six months of the Union preparations for the construction of the road should be made, and this Parliament had fulfilled that obligation by passing the necessary legislation during the first part of this session. As regarded the route, he had stated that this Government would decide upon a line or lines, and submit them to the Home Government, the question had occupied the anxious attention of this Government, both on account of the importance of the work and from the fear of the occurrence of any mistake, which if once committed could never be repaired. The matter also was one with regard to which there was a great diversity of local interests, and local feelings, and the Government had been overwhelmed with pamphlets and newspapers, and communications pressing upon them the arguments in favour of one route or the other. These had to be carefully weighed before a final decision was come to. He might say, that a majority of the members of the Government had felt that they had not information enough, and further information was being obtained at this moment by competent engineers.

Mr Jones (Leeds) said the position of Scotland, with reference to the union of England, was quite different from that of Nova Scotia, with reference to the present union. Scotland after the union had no legislature of its own, but Nova Scotia had still her legislature, and spoke through that legislature, and there was no use in our ignoring the fact that Nova Scotia was moving as one man against the union. Further, in the case of Scotland, there was no expenditure of $25,000,000 involved, as in the present case.

Hon. Mr Cartier, in reply to Mr Jones, contended that if there was one Province more interested than another in the building of the Intercolonial, it was the Province of Ontario. The more prosperous Ontario was, the more necessary was it to her security that she should have an outlet to the sea. The American Secretary of the Treasury could at any time by a custom regulation deprive Ontario of the benefits of the bonding system, or deny transit through American Territory; but if the Intercolonial Railway was built, the American Government would never perpetrate the folly of taking such a step, the effect of which would be merely to deprive the American railways of the trade of Ontario for the benefit of the Intercolonial.

Mr Connell, who was very imperfectly heard, was understood to contend that the construction of the Intercolonial must be proceeded with as an act of justice to New Brunswick, to which the building of that Railway was as much a condition of the Union as it was to Nova Scotia.

Mr Stuart Campbell, as one of the representatives of Nova Scotia, did not regret this discussion. He believed the disaffection unhappily existing in Nova Scotia would be allayed, when it was understood there that that disaffection had been brought up in this Parliament as a reason why the Intercolonial Railway should not be proceeded with. There was no question in which the people of Nova Scotia took a deeper interest than in the construction of this great work. As one of the representatives of Nova Scotia he had entire confidence in the Government that they would discharge their duty in this matter with as much expedition as was consistent with a proper location of the line.

Mr Blake pointed out that the Imperial Act did not require, as the Premier had stated, that the Act of this Parliament should be passed within six months of the Union, but that they should pass an Act for the commencement of the road within six months, and its construction without intermission, and completion with all practicable speed. He did not think the Government had carried out the duty imposed on them, either in its letter or spirit.

Sir John A. Macdonald said he would leave to grammarians the question as to the precise construction of the sentences referred to. He would say, however, that in point of fact something had been done in New Brunswick towards the construction of the road.

Mr Mackenzie said, whatever difference of opinion there might be as to the grammatical construction of the sentence of the Act which had been quoted, there could be no difference as to the statement of the Government in the early part of the session, that it was absolutely necessary then to pass the bill. When some gentlemen required further time for discussion and consideration, the Government urged that the immediate passage of the bill was necessary, not merely in order to comply with the letter of the law, but to enable them to make a commencement; and it was chiefly for this reason that the bill was hurried through, he thought without sufficient consideration, by the House. That was one of the reasons assigned for refusing members a voice as to the location of the railway. He thought there must be some other reason than the Premier had alleged for delaying the decision as to that question.

Hon. Mr Bolton—What can it be? (Laughter.)

The motion was then allowed to stand over.

Hon. Mr Holton inquired whether any answer had been received from the Imperial authorities to the Address of both Houses of the Canadian Parliament on the subject of the annexation of the North-West Territory to the Dominion. That Address framed in the terms of the Union Act had left the country about three months ago, and he took it that in that period some communication relative to it must have been received by the Government of the Dominion. He could not imagine the Imperial Government would treat both Houses of the Canadian Parliament with so much contempt as to withhold for so long a period an answer to a communication of such importance.

Sir John A. Macdonald said it was not very convenient for the Government to reply without notice to questions such as this. If a notice had been put in the paper calling for the information, Government would feel bound to have furnished every information they could on the subject.

Hon. Mr Holton said it struck him that in reference to so grave a matter as an Address from both Houses of Parliament, Ministers of the Crown ought to voluntarily supply information at the earliest possible moment. It seemed to him that it would have been improper to move for a return in relation to an address of both Houses of Parliament to the throne. He took it for granted that ministers had used due diligence in forwarding the address. Had any correspondence on the subject been received?

Sir John A. Macdonald said the address had been forwarded and would not, he was quite sure, be treated with contempt. Such an address would be sure to receive at the hands of her Majesty's advisers all the courtesy and attention uniformly extended to every Province connected with the Empire. Therefore, there was no fear on that head. As to the Government of the Dominion, he did not admit that it was their duty to have arisen of their own accord and made the statement asked for. Now that the inquiry had been made, he could inform his hon. friend that there had been no answer to the address as yet. This had, the Government believed, been caused by the impossibility almost of holding a meeting of the English Cabinet, in consequence of the illness of Earl Derby; but there was no doubt that the wish of the people of Canada, as expressed through their representatives, would not be unattended to.

Mr Mackenzie said that the question was also asked whether there had been any correspondence on the subject between the two Governments.

Sir John A. Macdonald could only say in reply that the Address had been sent home, and there was reason to believe an answer to it would soon be received.

The subject dropped.

THE HURRICANE IN TORONTO.

A fearful hurricane visited Toronto on Monday, lasting but a few minutes, but doing incalculable damage. Amongst the most serious disasters are:—The Grand Trunk Railway locomotive shop, a brick building 150 feet long and 40 feet wide, is made a complete wreck of. A couple of locomotives and tenders were in the shop when the storm came on. Eight men were working at the west end of the building when the roof above the brick-work on the south side first gave in and warned the men, who had barely fled when half of the roof was torn off and carried away. Four walls at the west end of the building were crushed like chaff, and one massive locomotive was turned over on its side. Men who had not time to get out of the door took refuge under the tenders and engines. One man was badly injured, and two others slightly about the ribs.

The most melancholy disaster was at the round-house and wood-shed. The woodman was standing under the wood-shed, a building 100 by 35 feet, and about 25 feet in height. A number of men were sawing wood, and as the gale increased, McKenzie called to them to get away from the shed. The words were hardly out of his mouth, and the men had just entered the round-house door when the shed fell with a crash, and McKenzie was buried beneath it, covered with piles of beams, shingles and lumber. The shed was completely levelled, not even a post remained standing. Men were set to work immediately to recover the body of McKenzie, who after twenty minutes' labour was found crushed to death. A man driving a lumber waggon along shore, near the Asylum Water Works, was blown off his waggon into the lake. He had to swim for it. The lumber was blown to the four winds of heaven and the waggon turned upside down. Three children who were picking up chips were seen near the Old Fort, but since then no trace of them has been found.

The roof of Myles' immense coal shed, 240 feet by 65 feet, as well as the lower portions of the building, is wrecked, and it will cost over $1200 to repair it. Huge pieces of timber, of which the roof was constructed, were carried a distance of forty feet; and two men, with carts and horses, had only left the roadway in the centre of the yard, when the roof came down. The cupola, flagstaff, and lightning rod on the St. Lawrence Hall were blown down, and fell on the roof of the building, the turret being carried down to the dome.

The roof of an ice-house was carried on to the roof of a car factory, smashing it to pieces. The distance from the ice-house to the factory cannot be less than 600 feet, and in order to clear lumber and other buildings, the roof must have been carried to a height of 50 feet from the ground. A railway car, standing opposite the western portion of the Union Depot, was blown to the east end of the yard at the rate of 20 miles an hour, and hurled off the track. Innumerable minor disasters are also reported.

HORRIBLE CASE OF CHILD MURDER AT QUEBEC.

On Friday night, an ex-bailiff of the Recorder's Court, named W. H. Taylor, was arrested on suspicion of having murdered his son, W. H. C. Taylor, a child eight years of age. Coroner Panet was notified of the death of the boy, and immediately proceeded to hold an inquest on the body. Information received in the early part of the enquiry led also to the arrest of Taylor's wife, step-mother to the deceased, who was suspected of being an accomplice in the crime. Some eighteen witnesses had been examined on Saturday, and the evidence of the neighbours, though slightly differing in detail, all agree in the main point, that in their estimation the death of the child was caused by heartless cruelty, dreadful suffering by freezing and starvation and constant beatings. The prisoner Taylor is about forty years of age, a Jerseyman by birth, an avowed athiest in religion, and was formerly a school teacher in St. Rocks, up to the time of being offered the more congenial employment of serving writs of execution on people's property for non-payment of taxes. Public indignation is stirred to its very depth against the inhuman wretches who are accused of this infamous crime. The evidence given before the coroner is of too positive a character to admit of any doubt of their criminality, and their ultimate punishment when the case is brought before a Court of Justice.—*Quebec Gazette.*

By the London *Gazette* of the 24th ult., it appears Her Majesty the Queen has been pleased to appoint Wm. Annand, Esq., to be a member of the Legislative Council of the Province of Nova Scotia, and Daniel Harrington, John Lewis, Wm. Muirhead, and Robert Young, Esqrs., to be members of the Legislative Council of the Province of New Brunswick, in the Dominion of Canada.

Before Handel had acquired the fame which his compositions yielded, he earned his bread by performing in the streets of Prague, where the rabble used to collect about the corners and listen with a rude delight to the music of his violin.

From the *Delhi Gazette* we learn that a suttee was attempted at Odeypore a short time since—the window of a mahajun being the self-sacrificer. Force was required to stop the proceedings, and then the infatuated woman tried to accomplish her death by starvation. At length, however, her resolution failed, and she was saved.

The effect of a pleasure park upon the real estate in the vicinity, may be conceived from the recent sale of lots near Central Park New York. An estate which sold twenty years ago for $20,000 is now taxed for the above one million dollars. Another, the Tollman estate, which brought the other day one and a quarter million dollars, was offered twenty years ago for $6,800.

POE'S AUTOGRAPH.—Edgar A. Poe's autograph is thus advertised by Horace Greeley. He says:—"A gushing youth once wrote me to this effect:—'Dear Sir,—Among your literary treasures you have doubtless preserved several autographs of our country's late lamented poet, Edgar A. Poe. If so, and you can spare one, please enclose it to me, and receive the thanks of yours truely.' I promptly responded, as follows:—'Dear sir,—Among my literary treasures there happens to be exactly one autograph of our country's lamented poet, Edgar A. Poe. It is his note of hand for $50, with my endorsement across the back. It cost me exactly $50 75c. (including protest), and you may have it for half that amount.—Yours respectfully.' That autograph, I regret to say, remains on my hands, and is still for sale at the original price, despite the lapse of time and the depreciation of our currency."

BOLD AND MURDEROUS EXPRESS ROBBERY.

The Cincinnati *Express* says:—Another attempted murder and heavy express robbery has been perpetrated, one which will startle the ears of our readers as much as it will the stockholders of the American Express Company, who are the losers. The particulars of the affair, as we learned them, are as follow:

The express car which bears the freight known to expressmen as the Richmond and Cincinnati Run, together with two passenger cars, was hitched on to the down train on the Cincinnati, Hamilton & Dayton Railroad, at Hamilton, about ten o'clock last night. The American Express car and the one in question were under the control of Mr S. P. Hayman, who had in his possession a safe containing, as near as can be estimated, $20,000 in money, besides a large amount of miscellaneous goods, all consigned to this city.

Everything went well until the train reached Glendale. At this place a man was seen to jump on the forward platform of the first car in the rear of the one occupied by the Express Company. It was presumed by the conductor, that he intended to take a seat in the car, and no attention was paid to his movements.

Some place between Glendale and Lockland, which are only six miles apart, this man, or more properly, villain, entered the express car, and with some hard instrument, probably a slung shot, he knocked down the messenger, and then securing the key of the safe, he opened it. Mr Hayman had by this time partially recovered from the the shock sustained by the blow, and attempted to rise from his prostrate position.

By this time the robber had opened the safe, and noticing the fact that the messenger was conscious, he drew a pistol, and with the butt of it, struck Mr Hayman six terrible blows on the forehead, knocking him perfectly insensible. The villain then rifled the safe of its contents, about $20,000 it is presumed, as the bills call for about that amount.

This affair, as is related above, was the work of a very few minutes, and when the train arrived at Lockland, the robber must have left it; in fact, one or two parties saw a man jump down an embankment, and, scaling a fence, run for a piece of woods within a few hundred yards of the track. The parties who saw him, however, paid no attention to this, supposing that he lived in the vicinity, and was in a hurry to get home.

On went the train, and it was not until it had nearly reached Brighton Station, that the condition of the messenger was discovered, and then merely by accident, by the baggage master, who had occasion to ask Hayman a question. The baggage master discovered Mr H. insensible, and found the bills of money taken from the safe strewn all over the floor of the car. One of these bills called for $9,000 shipped from Richmond, Ind., to this city, and it is from these that the estimate of $20,000 having been taken has been made.

When the train arrived at the depot in this city, Mr Hayman was still in an insensible condition, and bleeding profusely from the wounds in his head. He was removed to his residence, No. 504 West Fifth street, and medical aid promptly summoned. Everything which human skill could devise, was done for him, but at one o'clock this morning he was still in an unconscious state, and fears are entertained of his ultimate recovery. The bills alluded to above were taken care of by the baggage master, and delivered to the night clerk, at the American Express Co's office on Fourth street near Race. Word of the affair was immediately communicated to the detective police of our city, and late as the hour was, preparations were made to pursue the robber.

COMMERCIAL.

MONTREAL MARKETS.

(*Special Telegram to the Daily News.*)

Montreal, March 18.—Flour—Super Extra, 8,00 to 8,25; Extra, 7,60 to 7,80; Fancy, 7,65 to 7,75; Welland Canal Super, 7,50 to 7,70; Super No. 1 Canada wheat, 7,50 to 7,70; Super No. 1 Western wheat, 7,50 to 0,00; Super No. 2 Western wheat, 7,15 to 7,35; bag flour 3,60 to 3,75. Wheat—Canada Fall 0,00 to 0,00; Spring, 1,72½ to 1,75; Western, 1,65 to 1,70. Oats—per 32 lbs, 46 to 47. Barley—per 48 lbs, 1,00 to 1,05. Butter—Dairy—18 to 25c; store packed 18 to 25c. Ashes—pots, 5,50 to 5,55; pearls, 6,65 to 6,70. Gold in New York at 12 o'clock, 138¾. Pork—Mess, 19,50 to 00,00; Prime Mess, 15,00 to 00,00; Prime, 14,00 to 00,00; Dressed Hogs, 6,00 to 6,50. Peas, 90 to 91. Rye Flour 5,90 to 6,00.

Flour—receipts 1,500; trifling sales at generally unchanged rates. Grain—Wheat no sales 1,75 obtainable. Peas—1,02½ offered for May. Oats higher, held firmly for 50c. Barley—no sales. Provisions quiet and steady, only retail sales. Ashes—Pots 5,45 to 5,50. Pearls quiet at 6,60 a 6,65.

NEW YORK MARKETS.

(*Special Telegram to Daily News.*)

New York, March 18.—Cotton firm 35c for Middling Uplands. Flour dull; receipts are 2,577 bbls; sales are 6,000 bbls at 8,90 @ 9,30 for superfine state and western; 9,90 @ 10,75 for common to choice extra state; 9,65 @ 11,20 for common to choice extra western; 9,90 @ 14,00 for common to choice round hoop Ohio. Rye flour steady at 7,75 @ 9,60. Grain—Wheat dull and declining; receipts are 88 bush; sales are 7,500 bush at 2,25 for amber state, and 3,20 for for white California. Rye unchanged. Corn a shade easier; receipts are 8,875 bush; sales are 32,000 bush at 1,20 @ 1,25 for new mixed western afloat; 1,26 for prime old in store; 1,18 @ 1,20 for white southern; 1,26 for western yellow. Barley scarce and firm; receipts are 298 bush. Oats dull; receipts are 200 bush; sales are 30,000 bush at 83¼c for western in store. Pork heavy and lower; sales 2,753 bbls at 24,37 @ 24,56 for new mess; 23,37 @ 23,50 for old do. Lard dull; sales at 14¾ @ 15c.

POSTOFFICE NOTICE

COMMENCING to-morrow, the Mails for the UNITED STATES, via Cape Vincent will be closed at this Office daily (Sundays excepted) at 10 A.M.

The British Mail per Cunard steamer will be closed every MONDAY, 10 A.M., and per "Bremen steamer every TUESDAY at 10 A.M.

☞ Letters for despatch by this Mail should be marcek "PER BREMEN STEAMER" or they cannot be so forwarded.

R. DRAGON,
Postmaster.

Kingston, 18th March, 1868.

NEWLY OPENED.

The Metropolitan Saloon!

THE Subscriber having opened the above Saloon at No. 3, WILSON'S BUILDINGS, Wellington Street, calls attention to his choice assortment of Wines, Liquors, &c.

☞ OYSTERS, Soups and Refreshments of all kinds.

The Subscriber hopes, by strict attention to business, combined with previous experience, to merit a full share of patronage.

CHAS. HUNTLEY.

Kingston, March 18, 1868.