KINGSTON OBSERVATORY.

N. F. Dupuis, A.M., Observer.

METEOROLOGICAL OBSERVATIONS FOR THE WEEK ENDING JUNE 20, 1868.

DAY.	BAROMETER CORRECTED FOR 32 ° 9 A.M.	3 P.M.	THERMOMETER. 9 A.M.	3 PM	MAXIMUM.	MINIMUM.
Sunday					76.0	57.0
Monday	71.0	75.0	73.0		65.5	
Tuesday	71.5	72.5	74.0		65.0	
Wednesdy	68.0	78.0	78.5		61.0	
Thursday	67.5	75.0	76.0		60.5	
Friday	68.0	73.0	73.5		65.0	
Saturday	70.0	70.0	72.0		65.0	

JOB PRINTING.

OF EVERY DESCRIPTION

Executed neatly, cheaply, and expeditiously at the DAILY NEWS JOB PRINTING OFFICE.

Travellers' Guide.

Trains arrive and depart from the Kingston Station as follows

GOING EAST.

Arrive	Depart	Train
1.45 a.m.	1.30 p.m.	Mixed train 3.15 a.m.
	1.50 "	" " 6.15 "

GOING WEST.

Arrive	Depart	Train
4.15 p.m.	3.30 a.m.	Mixed train 6.45 a.m.
4.35 "		" " 10.00 "

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

Single copies of the DAILY NEWS may be had at the counter of the publishing office. Price 2d.

☞ Single copies of the CHRONICLE AND NEWS, containing the news of the week, may be had in wrappers for mailing. Price 3d. each, issued every Friday.

TO CORRESPONDENTS.

Anonymous communications can receive no attention. Everything 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 requested that correspondents will only write on one side of the sheet of paper. We cannot undertake to return rejected communications.

The Daily News.

MONDAY EVENING, JUNE 22.

☞ *SEE FIRST PAGE.*

We give in another part of this issue some very interesting information regarding the mode and cost of constructing wooden railways, now coming into use as a cheap substitute for railways of iron. A project is on foot to construct a line of this kind from Quebec to Gosford, in order to supply the ancient capital with fuel wood. The Canada Land and Emigration Company, the owners of large tracts of land in the rear of Peterborough County, are also understood to have a project in contemplation whereby they can effect railway communication with their lands in the townships of Dysart, Minden, etc. For these projects, in which cheapness of prime cost is an absolute consideration, the wooden railway naturally commends itself to notice. Should the wooden rail prove to be all that is claimed for it in the very favourable reports that have been so far published, there can be no question but that the system would acquire an extensive use in this country. We should be glad therefore to see the plan put in immediate practice in some part of Canada, confident that witnessing the practical benefits of a cheap railway would have the desired effect in leading to a great improvement of our means of internal communication.

With cheap railways a guaranteed fact there would be a wide field for their employment in the back townships of this and adjoining parts of Canada, where short lines depending on local traffic or designed to serve particular ends, as the conveyance of minerals, the feeding of through lines, must for a long time be the only kind of railway this part of the country can aspire to. Our contemporary the Madoc *Mercury* is at once ready with a project for uniting Kingston with the gold fields, which it presents in the following form:—"Now we have heard something about a project for railway communication with Kingston having been slightly mooted once upon a time, before we had ever set foot in Madoc. What says the *News* to the feasibility of the revival of such a scheme now-a-days, when the presence of iron of first-rate quality and in large quantity, has since been officially reported to the Government, and passenger traffic has been greatly increased by the discovery of gold? There is wood enough in Madoc alone to furnish the rails for a line similar to that mentioned above—to say nothing of the townships lying between Kingston and Madoc, and it does seem possible, if the capitalists of Kingston were to take the matter in hand, and raise the amount necessary for the engines and rolling-stock, that a Company might be easily organized on the basis of the landowners, through whose property the line would pass, taking stock in it—paying their subscription in the wooden sleepers and rails required. A line from Kingston to Madoc, while running through a country already considerably settled, would also afford the means of easily reaching a great many of the back townships, to the importance of opening up which the Kingston Council seems fully alive. Played out, so far as politicians are concerned, the time seems propitious for considering the merits of a cheap Railroad to Madoc, in a commercial point of view, as there is every prospect of a splendid harvest this season, for which the farmers will want a better market than they can obtain, while on an average at least thirty miles from the nearest railway station." A railway to the Madawaska used to be a favourite project with the Kingston Board of Trade several years ago, and was revived at the last annual meeting in the report of the Council of the Board. Whether the deviation to Madoc would better suit the promoters of railway enterprise in Kingston, remains to be seen. Such a line would, as is remarked by the *Mercury*, pass through a district already settled to a considerable extent. It would also be capable of extension in a direct line to the Georgian Bay, and might in time acquire a very large traffic. The project, such as it is, must go on its own merits, and we leave it for the landowners in the townships and city capitalists to respond to the suggestion.

The City Council.—The regular meeting of the City Council will be held in the Council Chamber this evening at half-past 7 o'clock.

Military School.—The following cadets have obtained second-class certificates during the past week:—Thomas Schroder, Portsmouth; Alex. Ervin Ross, Kingston.

The Funeral of the late County Attorney.—This morning the last tribute of respect was paid by the citizens of Kingston to the late R. M. Wilkison, County Attorney, whose sudden and lamented death on Sunday last has occasioned sorrow and regret among a large circle of friends and acquaintances, whose esteem he had held for a long period of time. The deceased was Captain of the Volunteer Artillery, and as such his body was buried with the customary military honours. The procession, which started from deceased's late residence, Barrack street, at half past eleven o'clock, was a very large one, and proceeded to St. Paul's Church, thence to the place of interment in the Waterloo Cemetery, passing everywhere on the route large numbers of citizens, among whom a desire to pay due respect to the occasion was everywhere manifested. The following was the order of procession:—The officiating clergymen, immediately followed by the firing party, composed of the Princess of Wales' Own Volunteers, and the fine band of the Royal Canadian Rifles playing the dead march; the body on a gun carriage of the Volunteer Artillery, followed by the members of the battalion of which deceased was Captain; the deceased's horse, with the usual trappings of mourning, along with the chief mourners; a detachment of the Royal Canadian Rifles and the Royal Artillery, came next, along with Col. Gibbon, R.A. C.B., Commandant of the Garrison; Lieut. Col. Jarvis, Col. Paton, Col. Shaw and the officers of the Royal Canadian Rifles, Royal Artillery and Volunteer Force; after which came the County Judge, the Recorder of the city, the Police Magistrate and the members of the bar in their professional robes, and a large number of deceased's personal friends. These were followed by the police force and a large cortege of private carriages and backs. Mr Wilkison's many good qualities made him a very general favourite with his personal friends, and it will be some time before his presence among them will cease to be felt and regretted.

Cricket Match.—The match between the Kingston Club and eleven of the Garrison, came off on the ground of the former on Saturday afternoon last. The time announced was 11 o'clock a.m. sharp, but it was sharp work for the parties to get to business by 1 o'clock p.m., and a good many people went away in the morning under an impression that the match was off. It is to be hoped that at future matches some nearer approach to punctuality will be observed which will prevent much public disappointment. The garrison took the initiatory, and maintained their position for over two hours, showing at the end a score of 131. The Kingston Club then went in, and at the end of their term 36 was displayed on the board. The club then went in for their second innings, and after the third man had been bowled out the rain commenced to fall heavily with every appearance of a steady continuance, therefore the game had to be abandoned. The game was interrupted by the rain at an earlier period of the play, and the spirit inspiring strains of the band of the Royal Canadian Rifles were only permitted by it to enliven the proceedings for a very short time, they having only arrived on the ground at five o'clock. There is no use remarking upon the play shown by either party, the adjoined score will be sufficiently plain, and it only remains to give to the Kingston Club one word—literally one word of advice—which if they are wise they will stow by to their future advantage—that word is practice. There can be no reasonable excuse for a long stop letting a ball slip through his fingers time and again, giving their adversaries the easy addition to their score of no less than 35, out of the total of 131! Therefore, we say to them practice, and don't shirk the work, and a very different fielding will be shown by the club in their future play.

GARRISON.

Chambers b Agnew	1
Thornly b Agnew c Noel	19
Taylor b Agnew	1
Glancy b Draper	5
Hewett b Agnew	9
Lews b Agnew	0
Barse b Agnew	3
Brown b D. Meagher	30
Spurway b Draper	13
Bomb. Bower b Draper	5
Corp. Austin not out	7
	96
Byes	35
Leg-byes	1
Wides	1
Total	133

KINGSTON C. C.

Mulkins run out, b Brown	2
Bains, run out, b Thornly	11
Thibodo b Thornly	0
Agnew run out, b Thornly	1
Barrow b Thornly	5
D. Meagher b Brown	5
Draper b Thornly	0
A. Meagher b Brown	0
Ferguson b Brown	0
Noel c b Burns	2
Gildersleeve, not out	1
	27
Byes	10
Total	37

Umpires, Mr W. G. Draper and Mr W. P. Phillips. Scorer, Mr W. Oliver.

A law forbidding the lighting of passenger cars by illuminating fluids that will explode was passed by the Massachusetts Legislature at the last session.

The *Mobacher*, a journal published in Algiers, half in French and half in Arabic, contains a note intended to reassure the native population against any fear as to interference with their religion.

The Carleton County Assize, at which Whalen is to be tried for the murder of the late Mr McGee, is fixed for the 2nd of September.

New Insolvents.—The following insolvents have been gazetted:—John Townsend, Elma Centre, Ontario; W. F. Livingston, Meaford, Ont.; Michael P. Callaghan, Lindsay; Duncan McTavish, Lucan, Ont.; Daniel Brown, East Zorra; G. & C. H. Wallis, London; George C. Macnab, Orillia; N. Gaillardet, Nicolet; John Young Parkhill, Kingston; Paul Mignot and others, Arthabaskaville; Wm. H. Glassgow, Montreal; Hoskins & Clelland, Toronto; James R. McGreggor, Woodstock; S. J. Lyman & Co., Montreal; P. A. Egleson, Ottawa; Edward Thompson, Waterloo, province of Quebec; J. J. Bonner, Stratford.

WOODEN RAILWAYS.

We (Peterborough *Review*) have much pleasure in laying before our readers the following correspondence about an efficient and cheap railway for our back country.

C. J. Bloomfield, Esq., Toronto,

Dear Sir—I am in receipt of your favour of the 1st inst., in reference to wooden railways, with the view of developing the district in possession of your Company by means of a railway of this character. Such can be constructed, costing not more than plank or gravel roads. I have just returned from a tour in the States where I have been examining the wooden railways in operation and under construction there. I expect, in a few days, to have some detailed information from the engineer of these railways which I shall submit to you with other particulars which I am in possession of myself. I expect also to have a pamphlet ready in a short time entering fully into the subject. The wooden railway that I have seen and ridden over in the State of New York is 22 miles long, and runs through a very rough mountainous and rocky country. It looks just like an iron road, and the cars run smoothly over it with little noise.

Yours very truly,
John Fleming.

Collingwood, April 7th, 1868.

The wooden railway engine and cars for the same, are patented in the United States, and patents for the same are being applied for here.

Wooden railways can be constructed in some localities for the small sum of $1,000 per mile. Such roads are considerably cheaper than plank roads in the first construction, and also in maintenance. The cost of a projected wooden railway from Carthage, N. Y., to Harrisville, a distance of about 47½ miles, is estimated as follows:

1,760 Ties, delivered at 10cts	$176 00
21,120 feet B.M. Maple rails delivered	316 00
Wedges delivered, say	40 00
Notching ties and Track laying	467 00
Total per mile	1,000 00

The rails are to be ample 4 x 6 inches, strongly wedged edgewise every three feet into heavy notched cross ties. This forms a substantial track equal in strength to that of any other railroad, and is capable of bearing heavy rolling stock provided the wheels have a rim five inches in width. Fine sand and dust which gets on the rails is soon crushed into the wood by the wheels and forms a hard gritty surface, which does not wear and greatly facilitates the traction on heavy grades, by light engines. The solid maple rail if sound will last a number of years.

A good deal of excitement is now going on in Jefferson County, N. Y., concerning these wooden railways. Mr J. R. Hulbert enjoys the credit of being the projector and engineer. A short road of this kind built by him, six miles long has been successfully used for eight years. He is now constructing a wooden railway 22 miles long to connect the Clifton iron mines with the Oswegatchie railway. 16 miles of the new railway are nearly completed, and a portion is in actual operation.

Collingwood, May 6, 1868.

C. J. Blomfield, Esq., Toronto.

Dear Sir,—I am in receipt of your favour of the 29th ult., and now forward you some information which I have just received from Mr Hulbert, Engineer of the Clifton (wooden) railway, near Ogdensburgh, N.Y. Mr Hulbert says:

"The superstructure will cost per mile about $1,000, the exact cost depending upon the cost of timber. Grading from $1,500 to $3,000 per mile. I can tell very nearly by merely walking over the route. The ballasting as any other road, if on a solid bed, which depends upon the material and amount of trestlework.

The engines are what we call traction engines. They are made expressly for this kind of road, with wheels constructed in such a way that they never run off the track, and by which we are enabled to turn the shortest curves without cutting the rails. I am now building the third engine for this road, which will be a great improvement over the others, inasmuch as it will run with greater speed and draw a much heavier load. Having learned by experience all the faults, I am enabled to remedy them. We have the engines patented. The cost delivered on your road would be $7,000; the cars will cost, for four wheeled, $300 each; for eight wheeled $750,—these are freight. For passenger cars we prefer to use cars that are about the size of a common passenger car with engine in one end, to run independently of our freight trains, the cost of which is $4,500. But if money is scarce, you can make a very common passenger car to attach to your trains for $1,500.

The minimum curvature of the road is 450 feet; maximum grade 300 feet per mile. Speed of freight trains 10 miles per hour, of passenger trains 20 miles per hour.

Durability.—I have a road that I have been operating, of seven miles in length, for eight years. With proper repairs they can always be kept up. I took up and relaid in another direction two miles of this road after it had been used five years, and found about three-fourths of it in sound enough condition to relay it. The rails are not materially affected by wet weather.

J. B. Hulbert,
Hermon, St. Lawrence Co., N.Y.

Clifton R.R. Office,
Hermon, May 22, 1868.

C. J. Blomfield, Esq., Toronto.

Dear Sir,—Your favour of May 15th, just received. It is almost impossible for me to give a correct estimate of the cost of a road without first seeing the proposed route and the country through which it passes, but from what I can gather by your letter and maps, I should think that I might construct a road for the amount named, $2,000 a mile, still I could say nothing definite without first visiting the place. I can answer your question in regard to narrow gauge—3ft. 6in. most decidedly that they are not practicable, either for iron or wooden roads: the best possible gauge (and most engineers agree with me) is 4ft. 8in.: this gauge will be universal in the United States: most of the wide gauges they are changing now. This is the ninth year of my experience in wooden roads, and I must confess that it was long before I succeeded in making them of great service, but I have experimented and altered both in cars, engines, and rails, till I do not hesitate in recommending to the public, and assure positively what they will do. I have just completed a plan and ordered another engine for this road, (which will be done in July) which will accomplish wonders; it will weigh 12 tons, and have the power of a 30 ton locomotive. As for grades, I am running 265 feet to the mile on this road, and ran trains every day last winter over the road. I have a small sand car that I use in the winter when the track is very slippery sometimes in wet weather I have to use a little from the engine on the steep grades, but no more so than an iron road. I have overcome the difficulties in a great measure in the construction of the wheels. As for your country, it cannot be so rough as this, for I have not a single mile of good level country on my whole route of 24 miles. Any information I should be happy to give you at any time, but one thing is certain, in order to make a wooden railroad successful, the builder must thoroughly understand what he is about, for there are a great many points that must be just right, and you can only find them out by experience; there is one other very important thing to be taken into consideration, when I build these roads I calculate every dollar will be saved in case you should ever wish to change them to an iron rail. I always keep this point in view in building. The ballasting is about the same as an iron road. If you should succeed in your undertaking I should be glad to contract for the whole thing, rolling stock, and all, put in perfect running order. I would be glad to hear from you again on the subject.

Respectfully yours,
J. B. Hulbert.

Secretary Seward has at length found a foeman worthy of his steel in the Emperor of China, who writes a letter to our Government covering twenty feet in length by two feet in width of royal parchment. The odds appear heavy, but we bet our bottom dollar on Seward. He will either beat the Emperor of China's best or perish.—*American paper.*

THE ABYSSINIAN EXPEDITION.

ACCOUNTS BY THE RELEASED PRISONERS.

A great many interesting facts have been gathered from the late captives concerning Theodorus. He was a most ardent Christian, and knew the Scriptures better than the Parrahs and Mullucks, or even the Abmimm. Whatever he undertook he endeavoured to uphold by a quotation from Holy Writ. The massacre of the native prisoners which took place two days before the battle of Fallah was supported by copious extracts. Before the execution took place he called his favourite chiefs together into the palace and informed them that the Feringhees were coming, and possibly they might be besieged, and therefore it was incumbent upon him to provide for the welfare of his brave soldiers. There were several prisoners in Magdala: incorrigibly bad ones—who had mocked at him and refused wise counsel; would it not be better to put away those who eat the bread of idleness, eating the sustenance of the garrison, thereby destroying what chance they had of maintaining a siege for any length of time? The chiefs thus apostrophized agreed unanimously that the Negashi should do what seemed good in his own eyes. His words were wisdom. Satisfied that he had gained the will of his principal men he ordered that they should be brought before the imprisoned Feringhees' quarters with their chains on. After the chiefs left him to do his bidding he dressed himself in his state robes and donned the imperial crown preparatory to visiting the Europeans. Having done so he rode on his white mule down to Salingine, where he found the Europeans and native captives drawn up in two parallel lines, surrounded by his soldiers, armed to the teeth. With proudest mien he rode up to where the prisoners stood with dreadful anxiety manifest in each countenance. Two chiefs hastened to lay hold of the stirrups as he prepared to dismount, and a deep silence reigned around—"such a silence," to use the captive's words, "as to make the beating of our hearts audible. My heart was in my throat, almost causing strangulation; my pulse beat at railway speed; I felt my knees tremble, and the awful suspense and uncertainty were worse than the shocking reality I witnessed afterwards."

After dismounting the King walked backwards up and down the line eying us sternly, and a sort of barbaric majesty pervaded every motion. Seemingly satisfied with his inspection, he strode quickly and nervously to the centre of the line, and impatiently throwing his silken toga over his left shoulder and pushing his crown from his brow backward, probably so as to have a clearer view of his victims, he hissed through his closed teeth to the native captives, saying, "Behold I am going to slay you, because I called you and you refused; I stretched out my hand imploringly to you, and you regarded me not; you set at nought all my counsel, and would none of my reproof. Now I will laugh at your calamity; ha, ha! I will mock as your fear comes; when your fear comes as destruction and your destruction comes as a whirlwind; when distress and anguish comes upon you." Then turning to his soldiers he ordered them to separate those whom he named, and after ninety men, women and boys had been separated from the rest, cocking his pistols, he shouted out. "Now who shall I destroy first?" (No answer.) "What," said he sarcastically, "are there none of these princes and warriors of Ethiopia desirous of dying by the hand of Theodorus, have you all turned women when the hour of death is nigh?"

"Hold," shouted Ras Ingerta, a Galla chief; "I and my fellows are in your power now; but, Kassai, why did you lie to me; why, oh why was I such an ass as to listen to your subtle words; why did I come and put my head in the lion's jaws? Oh for one minute neck to neck with you, Kassai! I would show you how a Galla warrior meets his enemy. Give me a spear and a horse and meet me fairly and equally here only for two minutes; I would kill you and curse you. You dare not, prisoner as I am, with chains on my limbs. I would fight you if you dared to meet me."

"No" returned Theodorus, with increasing warmth in his countenance, "you tried to betray me to my enemies; spy and traitor, you shall be food for the jackals tonight. On the heads of all those who have compassed me about, the mischief of their own lips shall curse them. Let them be cast into the fire, into the deep pit that they rise not up again." "Strip these fellows," said he, "and let them behold each other's shame, and give me their exact number." Their rags were torn from them, and each man, woman and boy stood before him naked. The number of those whom he had ordered for execution was three hundred and eight—two hundred and seventy five men, five women and twenty-eight boys.

He then said, "Spear the Galla dog! Ingerta, spear him, I say," and Ras Qurary Eurie, ever ready to obey Theodorus, levelled a spear and flung it at his breast. "Thou hast done well," said the King, as he saw the weapon had gone deep into his bosom; but Ras Ingerta plucked it out of the wound and flung it contemptuously at Theodorus' feet. "Another one," shouts Theodorus' "spear him again," and six chiefs immediately sank their weapons into his body.

The wounded chief stood up bravely, and drew them all out one after another, the blood spurting from his wounds in crimson streams, when he fell down and died.

Impatient at the slow progress of the execution, the King shot ten dead with his own hand, and throwing his revolver away, he drew his sword, and leaped towards the trembling prisoners. Eyeing them a moment, he chose one for whom he entertained a perfect hatred, for he said to one, "Ah, your hour has come. I am going to drink your blood," and, raising his sword, he cut his head off at one blow, and then drew it again across his abdomen.

Theodorus' face and clothes were covered with blood, and, like a tiger who had tasted blood, this seemed to increase his fury. He foamed at the lips and his eyes became bloodshot. After stabbing and cutting about fifty with his own hand he rested, and ordered that his chiefs should try their hands. Many of them had personal hatreds against the captives, and they proceeded with an astonishing alacrity with the awful task of massacre. Whenever he witnessed dexterious blows he applauded, but when he saw cuts given that but maimed the poor wretches the King would spring up and demonstrate what an easy matter it was to send the head clean off the shoulders by choosing a strong sturdy prisoner and decapitating him with his own hand.

A young and beautiful woman of high rank, perceiving that her time was coming rapidly, ran up to where Theodorus leaned upon his dripping sword, and, throwing herself at his feet, entreated in piteous tones that he would spare her life. "No!" thundered Theodorus, "you came to my camp twice as a spy. Once I spared you because one of my chiefs asked that you might be his wife. Now, by the Saviour of the world, you shall sleep below the cliff of Magdala to-night." So saying, while she yet bent with her face to the ground, with his whole might he delivered a blow which almost severed her in two. Horrible as it may seem, a child gushed out of the womb, and several of the European women sickened and fainted at the sight.

A boy prince, son of one of the rebellious Governors who was still at large, was next killed by a sweeping blow, which took his head and left arm off.

In about an hour and a half from the commencement of the wholesale execution the massacre was completed, and as fast as each one had been slain the body was carried to the edge of the cliff and thrown down a height of fifty feet or more. At the bottom of the cliff were several great rocks scattered here and there, and these were covered with brains and blood. A ghastly heap of corrupting flesh was all that was left of 308 human souls, who but shortly before had been the friends in captivity of the Europeans. The human shambles contained pools of blood and gore in several places nearly a foot deep.

Theodorus having mastered his passion as the work of death was ended, turned to the European captives, and in a most urbane manner informed them that he would do the same to them if the English General did not listen to reason. Even his dear friend Rassam should die by his hand unless peace could be made. Theodorus would most certainly have carried his threat into execution if English diplomacy had not been too much for him. Rassam, when the King's envoy arrived with the news that a battle had been fought between the English and their people, requested that he might see the King. Theodorus gladly consented, hoping that he could see his way through the deep gloom which surrounded him. When Rassam was admitted before him Theodorus got up and embraced him, entreating him to say what had best be done. The wily envoy replied, "you are an illustrious potentate; may you live forever. The English want nothing but the Europeans. When they have got them they will go away." He scouted the idea that Napier wanted him, and argued against the inconsistency of such a belief. In this manner and by such constant assurances Theodorus took his crown and his life without the ample revenge he intended to have taken.

From the day of the battle of Fallah to the time of his death Theodorus had not tasted a morsel of food, but had endeavoured to forget his misery and imbecility in letting the English prisoners go by drinking tej and arrachi. This abstinence from food accounts for the emptiness of the stomach and emaciated appearance of the body which it presented when we found him dead near the entrance gate, Thafurbar.

FROM OTTAWA.

A proclamation has been issued appointing the 1st of July a holiday; also a proclamation authorizing the inspecting physician at Quebec to make inquiry as to whether immigrants have means to enable them to reach points of destination, and grant permit if satisfied they have sufficient money. No immigrants are to be allowed to depart from the vessel without a permit. If the inspecting physician shall see fit to refuse a permit he shall cause the vessel to be detained at the mouth of the river St. Charles, and, unless the inspecting officer permit, pauper emigrants must be kept by the master of the vessel and return with such vessel on her departure from Quebec. A master of vessel conniving at the landing of immigrants without a permit is subject to a penalty of $400.

COMMERCIAL.

MONTREAL MARKETS.

(*Special Telegram to the Daily News.*)

Montreal, June 22nd.—Flour — Super Extra 0,00 to 0,00; Extra, 0,00 to 0,00; Fancy, 0,00 to 0,00; Welland Canal Super, 6,20 to 6,65; Super No. 1 Canada wheat, 6,20 to 6,65; Super No. 1 Western wheat, 6,20 to 6,65; Super No. 2 Western wheat, 6,00 to 6,10; bag flour 3,00 to 3,20. Wheat—Canada Fall 0,00 to 0,00, Spring, 1,47½ to 1,50; Western, 0,00 to 0,00; Oats—per 32 lbs, 00 to 00 Barley—per 48 lbs, 1,45 to 0,00. Butter—Dairy 14 to 16c; store-packed 14 to 16c. Ashes—pots, 5,40 to 5,47½. Pearls, 5,50 to 0,00. Gold in New York at 12 o'clock, 140¼. Pork, Mess, 22,50 to 23,00; Prime Mess, 15,50 to 16,00. Prime, 15,00 to 15,25. Peas, 89 to 90. Rye Flour, 5,50 to 5,60.

Flour—market firm for fresh with fair local demand. Wheat slightly better; sales of cars at 1,47½ to 1,50; coarse grain nominal. Provisions quiet but steady. Ashes—pots steady, but pearls unsaleable.

NEW YORK MARKETS.

(*Special Telegram to Daily News.*)

New York, June 22nd.—Flour dull; receipts are 10,000 bbls; sales are 5,800 bbls at 7,10 @ 7,60 for superfine state and western; 7,90 @ 9,90 for common to choice extra western; Wheat dull and drooping; export demand falling off; receipts are 96,000 bush; sales are 250 bush new amber Georgia at 2,70. Rye dull and heavy; receipts are 16,000 bush. Corn closed better; receipts are 94,000 bush; sales are 83,000 bush at 1,05 @ 1,07½ for new mixed western afloat, and 1,08 for high mixed newly yellow; 1,10 for old mixed western in store. Barley nominal. Oats half a cent lower; receipts are 32,000 bush; sales are 80,000 bush at 81½ @ 82c for western in store. Pork quiet. Lard dull and lower.

A very beautiful mosaic has been found at Rome, and hopes are entertained that the entire villa, which is supposed to have been occupied by Sallust, will be delivered.

A shooting-match took place in Buffalo, on Thursday, for which there were no less than 60 entries. Great interest was manifested in the result, there being present famous shots from all parts of the country. Canada was represented by Mr James Ward, who is well known as one of the best shots in the country. He well sustained his reputation by taking the foremost place and winning the first prize. He shot splendidly, killing all of his birds, and defeating easily the best shots in the United States.

The riots which have taken place in Luxemburg in favour of annexation to France will naturally excite the suspicion that France has not yet abandoned the design to annex that country. If it is further true, as is reported, that neither France nor Prussia appear to care about the failure of the Luxemburg Government to dismantle the fortress, the time may not be remote when Luxemburg will again become an apple of discord between the two great rivals.

Not the Man.—Capt. James, Chief of Police, arrived home last night, but unfortunately the Thomas Kehoe in Detroit gaol was not the Thos. Kehoe convicted of the murder of Sullivan. The Detroit *Advertiser* in its account of the matter says: "Some few days ago detective Sullivan arrested one Thomas Kehoe, on suspicion of having murdered Daniel Sullivan, at the Anglo American Hotel, Belleville, Ontario, on January last, but in the meantime there was strong suspicion that the fellow had been guilty of a series of forgeries at Palmyra, Lawrence County. To-day the Chief of Police at Belleville arrived here, he having been notified of Kehoe's arrest, but found that the prisoner was not the man of whom he was in search. Under the circumstances Kehoe was turned over to constable Whitmore, of Adrian, who has taken him to that city to answer any charges that may be preferred in Lenawee County. Kehoe it appears is charged with swindling and forgery."—*Belleville Intelligencer.*

A letter from Florence, in the Paris *Union*, says:—Advices from Turin bring the news of the arrest of a deputy, M. Genero, a rich banker. He resigned his seat some days back, that is to say, when he became aware that the Exchequer was going to prosecute him. At the late capital of Piedmont as well as in other cities of Italy associations were formed to undertake a new industry, that of forging bank-notes. The direction of the bank speedily perceived that the manufacture was making progress everywhere, and that at Turin there was a great number of amateurs who blessed the forced currency. There are several different copies of the five franc note alone. The ten franc and two franc made abroad, in America, I believe, have been exempt. There is no possibility of estimating the number of forgeries in circulation. The bank is going to renew all its paper, but what will it do when the question arises of withdrawing this unknown mass which is spread everywhere?

RAPID FORTIFICATION.

Some interesting experiments in field fortification are reported in the French papers as having taken place at the camp of instruction at Saint Maur. Five battalions of Zouaves and of heavy infantry—about 6,000 men in all—were employed for the purpose, and furnished with picks and shovels in addition to the ordinary equipment. Having arrived upon the ground, the troops were deployed, and a strong body of skirmishers were thrown to the front. The staff officers rapidly reconnoitred the ground, and marked out the line of intrenchments. The men, stacking their arms, at once began to dig, while the skirmishers in front, lying on their bellies, kept up a strong fire, as if to hold an enemy in check. The diggers worked by twos, a pickman and a shovelman helping each other. In eight minutes a trench and embankment 6,500 feet in length, and affording a cover 59 inches high, had been completed. The skirmishers were then called in by the bugle, while the troops laid down their tools and resumed their arms, and were ready to receive an attack. The report does not inform us what was the nature of the soil in which the trench was dug, but we presume that it was light and sandy. In a heavy clay, the work could not possibly be done with such rapidity.

Virginia is improving rapidly from immigration. The Staunton Vindicator says that the population along the road between Alexandria and Culpepper Court House has increased several thousand within the last nine months.

An Economical Wedding.—New York has long been celebrated for her magnificent entertainments, and especially for her weddings, and wedding breakfasts. On such occasions the guests, unwilling to be outdone by the host in liberality, sometimes vie with each other in presenting the bride elect with costly gifts of every description. One, two, or three rooms, as the case may be, are set apart at every "fashionable wedding," where the presents are displayed and commented upon by the invited guests. It has been frequently suggested by the more prudent members of society that these offerings be entirely suppressed, and that none but the immediate relations should commemorate the day in this wise; but the idea has met with no favour, till of late, when one of our fashionable "Murray Hill princes" took a most determined step towards reform. As it is the only case of the kind on record, a description of the wedding may not be uninteresting. Several hundred invitations were given, and at the appointed hour the parlours were crowded nearly to suffocation. The bride was attired in a white marceline silk of most scant proportions; her veil consisted of one breadth of tulle caught in her comb, at the back of her hair; no flowers were worn except a very minute bunch in front of her dress. The groom was attired with like simplicity, thereby attracting considerable attention. No refreshments were offered to the wearied guests, who gladly bade them adieu, and returned to their homes. There was a false hope raised in the minds of a few on seeing a large bride cake in one corner, that a glass of wine and a piece of cake might be served; but the illusion was dispelled on questioning the waiter (one only being in attendance), who informed them he had instructions not to cut it! The presents were spread upon a small table, and created not a little astonishment. One five-dollar gold piece was laid upon a card bearing the inscription, "From your affectionate grandfather." A coin of half this value was presented by the "affectionate grandmother," while devoted brothers and sisters testified their affection by the presentation of a gold dollar each. As might be expected, the guests departed early. One lady was unfortunate enough to have ordered her carriage to call for her at midnight. She saw all depart, and then seated herself to await patiently its coming. After a while a savoury smell of oysters, coffee, etc., came floating on the air; with some confusion of manner the members of the family one by one disappeared; and after some delay, the host hesitatingly invited her to partake of some refreshment. She declined, and the family retired to discuss the supper; leaving her to await her carriage alone in the parlour! *N. Y. Cor. Rochester Union.*

DIED.

Suddenly, on 12th instant, at Northampton, Massachuseits, United States, Anne Eve Cline wife of the Rev. Robert Dobie, Minister of St. Andrew's Church, Lindsay.

PEACHES. PEACHES.

JUST RECEIVED, another Lot of PEACHES in Prime Order.

W. R. McRAE & CO.

June 17.

SALT WATER SALMON,

Fresh from the River Moisie.

ALEXANDER FRASER & Co., of Quebec, the Proprietors of the celebrated Salmon River Moisie, have established an Agency with the undersigned for the Sale of FRESH SALMON in Kingston. Consignments received every week of fine Fish, well packed in Ice. Boxes of Salmon expected on Wednesday. Orders taken at the Stores of

W. R. McRAE & CO.

Kingston, June 16.

KEEP COOL!!

FRENCH, SICILIAN, AND SPANISH

WINES,

In Wood and Bottle.

100 Cases CLARET, from $8 to $10 per Dozen.

SAUTERNE WINE, $4 per Dozen.

MARSALA WINE, $4 per Dozen.

BURGUNDY WINE, $4 per Dozen.

McRAE & CO.

SYRUPS! SYRUPS!

Ginger Syrup.
Lemon Syrup.
Raspberry Syrup.
Strawberry Syrup.
Noyeau Syrup.
Pine Apple Syrup.
&c., &c., &c.

McRae & Co.

June 16.

FERGUSON BROS

GREAT CLEARING SALE

OF

DRY GOODS

AS the SUMMER STOCK must be cleared by July, GREAT BARGAINS will be given to Cash Purchasers.

Dress Goods and Tweeds at very low prices.

A few Grenadine and Black Lustres cheap.

Choice Printed Muslins, from 4½d. Double-width Barege and Lustres, for Dresses, in various shades.

A lot of Straw Bonnets and Hats, at low prices.

Muslin Collars, to be cleared out at 9d per pair.

Ladies' Kid Gloves, excellent quality, 9d per pair.

Bonnet Ribbons, good patterns, at unusual prices.

ALSO,

A few dozen Black and White Silk Mitts, decided bargains.

Special attention is directed to a few which have never been offered before at low prices.

FERGUSON BROS.

PRINCESS STREET.

June 12.

The Daily News.

MONDAY EVENING, JUNE 22.

☞ SEE LAST PAGE.

TELEGRAPH.

CABLE NEWS.

London, June 20.—The sessions of the North German Parliament closed yesterday. King William, of Prussia, made a pacific speech on the occasion. Bismarck reviewed and commented on the work of the present session, and concluded by expressing his conviction that the result of the deliberations of the parliament would be successful, and that Germany would continue to enjoy the blessing of peace.

The American Minister, Mr Banero contemplates a visit to the Courts of the South German States. He will commence his tour in a few days.

Admiral Bliss, the Secretary of Legation, acting for Mr Bancroft during his absence.

London, June 20.—Advices from Paraguay state that the allies have abandoned the project of carrying Humaita by storm, and propose to starve the garrison.

The people of Paraguay have become disheartened and placed in Lopez's hands the resolution to prolong the war indefinitely.

London, June 20.—Queen Victoria reviewed the British Volunteers in Windsor Park, being the 31st anniversary of her accession to the throne. Twenty-seven thousand men were under arms, and the review was very brilliant.

The King of Prussia closed the session of the North German Parliament with a speech.

London, June 21.—The defeat of the Church Appointments Suspension Bill in the House of Lords is considered certain, but it is believed that the majority against the bill will be greatly reduced in consequence of the abolition of proxies.

London, June 21.—The last advices from Crete report that the Cretan representatives and exiles now in that city offered addresses to the United States Consul. On the occasion of presenting it the Cretans and the citizens of Athens assembled in large numbers before the offices of the Russian legation, and made an enthusiastic demonstration of gratitude for the sympathy and sympathy of the American people.

New York, June 21.—The *Herald* says that Napier arrived at Alexandria, accompanied by the son of Emperor Theodore.

London, June 21.—Prince Napoleon has left Constantinople. It is believed that his visit to the Sultan is the main object of his present tour.

FINANCIAL AND COMMERCIAL.

London, June 22, 1:30 p.m.—Consols 94⅞ to 94⅞ for money and account; Bonds 73¾; Atlantic and Great Western 33¼; Illinois Central 73; Erie 45¾.

Liverpool, June 22, 1:20 p.m.—Cotton easier. Pork and lard dull. Naval stores heavy.

New York Press Despatches.

Cleveland, Ohio, June 21.—The steamer Morning Star, hence for Detroit, collided with the barque Cortland, thirty miles from here last night at about eleven o'clock, and both were sunk. The total number of passengers on the steamer was forty and of crew thirty, and the crew of the barque numbered thirteen. About twenty persons are missing. The remainder were picked up by the steamer R. N Rice. The officers were all saved except Mr. James Hackett, the clerk of the Star, who was seen to go down with Mrs Hackett, the wife of James Hackett, a passenger. Among the crew was Captain Harbottle, of Hamilton, C.W. Among the missing are the two sons of Patchen of Troy, New York. One of the boats of the Morning Star is still out, and may contain other survivors.

It is said that Mr Nash has collected on River Aux Chanelles district, 193 ounces of g