POST OFFICE NOTICE.

COMMENCING on MONDAY Next, the 28th instant, and until further notice,

MAILS GOING EAST

By Day Express Train will Close at 1.20 p.m.; Arrive at 2.30 p.m.

By Night Express Train will Close at 9 p.m.; Arrive at 2.00 a.m.

MAILS GOING WEST

By day Express Train will close at 4.20 p.m. Arrive at 5.20 p.m.

By night Express Train will close at 9 p.m. Arrive at 5.00 a.m.

BRITISH MAILS

Per Cunard Steamers, via New York and Boston, will close on Mondays at 1 P.M., and per Canadian Steamers, via Quebec, on Fridays at 12:30 o'clock, noon.

The Mails for the United States, via Cape Vincent, close daily at 1:30 P.M. arrive daily at 12:15 p.m.

R. DEACON,
Postmaster.

Post Office, Kingston, 26th May, 1866.

G. T. R. TIME-TABLE.

Trains arrive and depart from the Kingston Station as follows:—

EXPRESS TRAINS GOING WEST.

Arrive at.....5:10 p.m. and 4:32 a.m.
Depart at.....5.30 p.m. and 4:32 a.m
Local Trains arrive at 10:00 p.m.; depart at 6:45 a.m.

EXPRESS TRAINS GOING EAST.

Arrive at.....2:15 p.m. and 2:55 a.m.
Depart at.....2:35 p.m. and 3:55 a.m.
Local Trains arrive at 4:00 a.m.; depart at 6:15 a.m.

(Montreal Time—15m. faster than Kingston time.)

The Daily British Whig.

"Opifer per Orbem Dicor."

WEDNESDAY MORNING, AUG. 1, 1866.

LETTERS AND TELEGRAMS.

J. H. & Co., Ottawa, with rem.; W. F., Ottawa.

REMINDERS.

SALE of Maple Nook Cottage on the premises at eleven o'clock a.m.

LEGISLATIVE ASSEMBLY.

Ottawa, July 30.

The Speaker took the chair at three o'clock.

On motion of Mr. Allayn, the bill to amend the act incorporating the Quebec Marine Insurance company was read a third time and passed.

Mr. Rose moved the third reading of the bill to legalize and confirm an agreement made between the Grand Trunk railway company of Canada and the Buffalo and Lake Huron railway company.

Mr. McKellar moved, in amendment, that the bill be not now read a third time, but that it be referred back to a committee of the whole House, with instructions to expunge that portion of the bill which empowers the Grand Trunk to purchase the Buffalo and lake Huron railroad. He said he felt it his duty at least to give opposition to this bill at every stage. He spoke briefly against the bill as dangerous to the interests of the country.

Mr. Dunkin said he would vote against the bill, if it had not happened that he was paired with a member of the administration.

Mr. Dickson said the general law of the province allowed the purchase of one railway by another and among those who voted for that general law was the hon. member for Halton. This amendment, therefore, denied the power already conferred by an act of parliament.

The amendment was negatived. Yeas 27; nays 53.

Mr. Rankin moved in amendment that the bill be referred back to committee of the whole with instructions to insert a clause, abolishing or modifying the export toll now leviable by the Buffalo and Lake Huron railway company. He read from the statutes a long list of tolls which might be levied on articles exported from that port.

Mr. Rose said that this was an absolute statute of 1857 authorising the Canada company, which then owned the harbor of Goderich to levy tolls on certain articles of export in compensation for large outlays it had made on the harbor, since then the company had sold the harbor to the Buffalo and Lake Huron railroad, but these tolls were not now levied, nor had they been for years.

Mr. Holton thought the railway should not have the right of levying these tolls, which were larger in amount than the tolls levied on the canals of the country, and argued that they might be levied unless prevented by an amendment to the bill.

Mr. Rose said there was no danger of the railway attempting the collection of these tolls, because it would be against its interest to do so; it being clearly to the advantage of the railway that no restrictions should be placed on the trade of Goderich harbor.

Mr. Rankin spoke in favor of the amendment, urging that power to collect the tolls should no longer be vested in the company, and that it was dangerous to continue this power even although not exercised by it.

Mr. Shanly opposed the amendment.

Mr. Dickson said it would be ruinous to the railway to attempt to collect these tolls. This, with the fact that they could not be imposed without the authority of an order in council, was a sufficient safeguard of the interests of the people.

Mr. Macdougall said there was a reservation in the lease of the harbor given by the Canada company to the railway, which gave government power to prevent the imposition of any excessive or improper tolls, and therefore it was unnecessary to insert such a clause in the bill.

Mr. Mackenzie did not believe an order in council would have the effect of properly protecting the public interests, and held that it would be imprudent to allow the railway company to retain the power of levying the enormous tolls mentioned in the statute.

Mr. John A. Macdonald pointed out that the government had quite sufficient power to prevent injury should the railway attempt to levy the tolls which had long been abandoned, and that this question had nothing to do with the bill before the House, but would have to be treated separately in case tolls should again be enforced.

Mr. Holton agreed with the gentleman opposite, that it was the interest of the Buffalo and Lake Huron R.R. not to levy tolls, which would restrict trade, but the moment that road was merged in the Grand Trunk the case became quite different. It would be the interest of the latter company to procure the transport of freight over the greatest possible length of its road, and in order to serve that interest, it might be that the company would levy these differential tolls as against the harbor of Goderich. In this view the question had a direct bearing upon the bill under discussion of the House.

The amendment was negatived; yeas 26, nays 53.

Mr. Holton moved in amendment, that the assent of a majority of the bondholders of the Buffalo and Lake Huron Co. be necessary before the act goes into effect. He noticed no provision was made for giving the bondholders a voice in the matter of the sale of the road as had been done in the case of the Grand Trunk bill four years ago.

Mr. John A. Macdonald said the bondholders had no vote at any time in the transaction of the affairs of the railway company, and that in the case of the Grand Trunk bondholders their consent was made a necessity, because in order to carry on the undertaking they assumed the position and responsibility of shareholders.

Mr. Rose said he had a proviso to add to the clause which would completely remove the objection of the hon. gentlemen opposite. He inserted it at the request of Dr. Bown and Mr. Macfarlane, and it was to the effect that the bill should not effect existing rights of any creditors of the Buffalo and Lake Huron railroad.

Mr. Holton said this did not meet his objections, and it was necessary for the protection of the bondholders that the amalgamation should not take place without the consent of the bondholders.

The amendment was negatived yeas 29 nays 50.

The bill was then read a third time on the following division:—Yeas, 50; nays, 30.

On the question that the bill do pass.

Mr. Rose moved the addition of a clause to the effect that nothing in the act contained should prejudicially affect any rights or remedies of existing creditors of the Buffalo and Goderich railway, or in any way change the priority of bonds and mortgage securities held against the company. He stated that he had the promise of the promoters of the bill that the new schedule of tolls in Goderich harbour at reduced rates would be prepared by the Grand Trunk company, and presented to the Governor-in-council for approval or rejection.

Mr. Mackenzie regarded this announcement as an insult to the intelligence of the House. Parliament now had the right under lease given by the Canada company to abolish or modify these tolls, and it was an act of some assurance to say that the promoter of the bill would patronizingly prepare a new schedule for its acceptance. For his part he did not care a straw for the promise of a gentleman who might not be connected with the Grand Trunk six months hence, and whose promise might not be regarded as binding by his successor.

The motion was carried and the bill then passed.

After recess the following bills passed through committee of the whole:—

Protestant burial, Hudson.

Wheepley and Storer patent crystal lake cemetery company.

Enabling John Auld to sell real estase.

Removing doubt of the legality of a canon of Synod of Quebec.

County of Peel seperate judicial district—dropping clause about arbitration respecting the division of property.

John Rogers naturalization.

Division of Gaspe.

Bay Smith and York.

To extend the township of Reach roads act.

To confirm conveyance from Alexander Dixon to W. Westmacott.

St. Bonaventure municipality act.

W. L. Smart's admission as barrister.

Buffalo and Lake Huron railroad, capitalization of arrears.

Belleville and Marmora railroad.

Bresden Great Western Oil company.

Roxton mining company.

Quebec fire assurance company.

Union fire—Ocean and inland marine insurance company.

Bank of Upper Canada amendment bill.

Three Rivers corporation amendment.

On motion for a committee on the North Shore railway and St. Maurice Land and Navigation company bill,

Mr. J. S. Macdonald moved the three months hoist, which was lost on a division, and the bill passed through committee without amendment.

The following bills were also considered in committee and reported:—

Orangeville Tramway or railroad.

International bridge company amendment.

Adamson Estate sale authorized.

Quebec Corporation and Water-works, with amendments.

Berthier and Isle Du Pads commons, with amendments.

Chatham Ursuline Academy.

Stratford Debt consolidation.

Napanee river improvement.

Queen street Wesleyan Methodist church.

To settle titles of lands in Grenville.

St. Jean Baptise Megantic municipality.

Canada Central railway.

Hon. P. H. Moore's patent for peat coal.

Toronto Assessments.

Canada Loan and Interest company.

St. Joseph (Montreal) Temperance Society.

Caisse D'Eperque.

Onslow boundary line.

These were then read a second time and referred, and the House adjourned at 11:45.

A MONUMENT TO COL. BOOKER AND THE 13TH BATTALION.

The people of Hamilton, jealous of the honor about to be conferred on the valiant Queen's Own, who made the glorious retreat from the field of battle to Port Colborne, jealous of the intended column to perpetuate the memory of this retreat, are determined to erect a Monument of their own, in honor of Colonel Booker and the 13th Battalion of Volunteers. They say, and they say it with propriety, "we also ran all the way to Port Colborne, and the Fenians did not run after us any more than they ran after the Queen's Own, and why should we not have a Monument also to commemorate the gallant event?" And the promoters of the Hamilton Monument intend to imitate those of the Toronto Monument, by sending the begging box round to all Canada.

And why not?—say we. Surely the people of Hamilton have as good a reason to make jack-asses of themselves as those of Toronto.

ITEMS OF NEWS.

THE FISHERIES.—The journals of the Maritime Provinces are still harping on this question. A Prince Edward Island paper says that about 450 American vessels are fishing in that neighborhood, of which only 6 have paid for licenses, the sum received being $225. American fishing crafts are also reported to be swarming in New Brunswick waters, not one of which has disbursed a cent for the privilege. We believe, however, that a delay has been granted in the matter, until some time in August. So our friends below had better keep their temper in the meantime. The Anti-Unionists, we perceive, are the most inconsolable on the subject. But they must take comfort; Confederation is coming, and all will be well by and by.

San Francisco, July 25.—The ship Silas Greenman, from Hong Kong, brings the account of the loss of the barque Lebelle on an uninhabited reef, where the passengers and crew remained three weeks, but finding no water, they started in the ship's long boat for the Ladrone Islands in charge of the first mate, the captain with eight persons taking the gig; the former were saved, but the latter have not been heard from. Madame Anna Bishop and party were among the passengers. A schooner has been sent in search of the missing boat, and to bring away $94,000 in treasury, which was saved and buried on the island. The cargo was valued at $300,000.

Speaking of the Neutrality Laws Amendment Bill of the United States, in the House of Representatives at Washington, the correspondent of a Boston paper states: 'The bill is largely in the Fenian interest, President Roberts, of the Fenian Brotherhood, and other prominent Fenians being on the floor at the time of its passage. It passed unanimously, there being one hundred and twenty-four votes in its favour. It has gone to the Senate, but it is believed that it is too late in the session for that body to carefully consider and pass it.'

THE PROVINCIAL TELEGRAPH.

The citizens of Toronto and the residents of Westen Canada generally will, no doubt, be much pleased to learn that the lines of the Provincial Telegraph company have been extended to Montreal, and that an office is now open in that city. The company is pushing its work forward with commendable energy, and it will be extended all over the country at the earliest possible day. Some fifteen hundred miles of wire are now ready at various points, and will be strung up as soon as the poles can be erected.

The Editor's Table.—No. 115.

Little else but periodicals on 'Our Table' last week:—

THE ATLANTIC MONTHLY for August. Ticknor & Fields, Boston. $4.

This No. offers a fine variety of interesting articles. 'How my New Acquaintances Spin' is an interesting account of the silk-producing spiders of South Carolina—their discovery, habits and uses—by Dr. Wilder. 'What did she see with?' is a very singular story founded on facts, well known to the inhabitants of ——, Mass. 'The Great Doctor, Part II.,' gives the conclusion of Miss Alice Cary's absorbing and touching story. 'A Maniac's Confession,' is the gossip of a book-lover about rare editions of famous authors. 'Passages from Hawthorne's Note-Book' give continued sketches of Hawthorne's life in the Old Manse at Concord. From the 'Chimney-Corner' Mrs. Stowe discourses of party-giving and party-going, and how to get out of both very gracefully and pleasantly. 'London Forty Years Ago,' contains John Neal's recollections of remarkable events, scenes and persons in the English capital. 'A Year in Montana' is a very interesting paper, by Hon. Edward B. Neally, U.S. District Attorney of Montana, giving his observations of gold-mining and miners at Virginia and other points in the territory. Professor Agassiz contributes another graphic article on the Physical History of the Valley of the Amazon. 'Griffith Gaunt' is continued, and fine poems are furnished by James Russell Lowell and Bayard Taylor.

THE PHRENOLOGICAL JOURNAL for August. Fowler & Wells, New York. $2.

A good number. Contains Portraits of Benjamin Franklin, Lewis Cass, C. J. Brydges, Brunnell, Mrs. Parkhurst, etc., with articles on Responsibility; Sowing and Reaping; The Servant Question; Getting Married; Writing, the Philosophy of Photography; How to Live; Air and Sunlight; Summer, and its Lessons; Ore, Eating; Head and Body; Man, Monkeys; Insanity, and Religious Excitements; Physiognomy, Time, Tune, Veneration, Double Chins, Large Ears, etc.

BEADLE'S MONTHLY for August. Beadle & Co., New York. $3.

This Magazine greatly improves. The present No. is a very excellent one, and the Illustrations are numerous and quite up to the mark of excellence.

THE POSTMASTER GENERAL'S REPORT FOR THE YEAR ENDING JUNE 30TH, 1865. Blue Book.

We did notice the receipt of this excellent Report a week or two ago. Since when we have looked it over carefully and make the following deductions:—

We find, on reference, that the total number of post offices in operation on June 30, 1865, was 2,197. There were 41 post offices added since that date up to the end of March last. In 1865 the number of miles of post route was 16,307; the number of miles of annual mail travel, 6,350,000; number of letters by post per annum, 12,000,000; postal revenue, $834,000; total expenditure, $851,000. This included railway mail service as well as ocean mail service.

The Department takes credit for increased mail service on the upper lakes. A winter service has also been established between Fort William and the nearest U. S. post office at the head of Lake Superior. Mail service has been extended to the new settlement on the Perry Sound road, leading back from Lake Huron. A contract has been advertised for the conveyance of the mails weekly during summer by efficient steamers between Quebec and Gaspe and the gulf ports in New Brunswick and Nova Scotia. The new road on the Matapediac portage route between the St. Lawrence and the Baie des Chaleurs and north eastern section of New Brunswick being sufficiently advanced in construction to admit of the passage of winter vehicles, the mails were during the past winter, for the first time, regularly carried over that route by horses.

The provisions of the parcel post have been extended to parcels passing between Canada and New Brunswick and Nova Scotia, and parcels not containing letters may now be forwarded by post from one end of British North America to the other on prepayment of a uniform rate of 25 cents per lb. Regulations have been adopted establishing a sample and pattern post in Canada; and parcels of trade samples or patterns of merchandise may be sent by post between any places within this province on prepayment of one cent per ounce under certain conditions to prevent an abuse of the privilege. Facilities have been given through the Imperial Post Office for the transmission of samples and patterns between Canada and France, Germany, Italy, Belgium, Denmark, and Switzerland at a moderate rate of charge.

In the postal relations between Canada and the United Kingdom, there has been a reduction in the charge on registered letters and book packages, practically lowering the rates and simplifying the treatment of mail matter; and further, a provision has been made for the transmission and delivery of Canadian periodicals, addressed to the United Kingdom, at the reduced rate of 2d. each.

Efforts are being made for improving the facilities for correspondence with the West Indies and South America.

Regulations have been adopted extending to the volunteer militia force of the country when on active service, the same privileges as to correspondence within the Province as are enjoyed by her Majesty's regular troops.

Preparations are in progress for establishing 100 additional money-order offices. An exchange of money orders with New Brunswick commenced in April, 1865, and the money-order system now includes all the lower provinces—Nova Scotia, New Brunswick, Prince Edward's Island, and Newfoundland.

Street letter-boxes are being placed on all the principal streets of Montreal for the reception of letters, &c. These boxes will be visited at regular and frequent intervals by letter carriers charged with the duty of carrying the letters dropped into these boxes to the city post-office for distribution and mailing.

The Post-office department of the United States has been invited to concur in an arrangement for the exchange of money orders with Canada, but the measure was courteously rejected on the ground, that the exceptional condition of the currency of the Union rendered it inexpedient to enter upon an arrangement of this nature at the present time. The assurance, however, was added that the benefit of such an arrangement was fully appreciated, and that the United States Post-office would be ready to take up the question whenever the difficulty adverted to should cease to operate.

The mails are now carried on 1,931 miles of railway route. Claims for railway service are now adjusted upon the basis of the scale of rates recommended in report of Railway Postal Service Commissioners of March, 1865, as submitted to Parliament last session, being as follows:—To G. T. R., 10c. per train mile for express trains. To G. W. R., 9c. do. do. To all other railways, 8c. do do., and upon all railways 6c. per mile for mixed trains. The mails to be carried in cars fitted specially for the post office service as the Postmaster General may direct. Contracts based upon these rates have been entered into as respects the Grand Trunk Railway, Great Western, Northern, Vermont Junction, and Shefford Railways, comprising nearly four fifths of the whole railway service. The settlement of the question of the compensation to be paid to railways for mail conveyance and the provision made for bringing the service under definite contract had an excellent effect.

The postal revenue for the year has been as follows:—Net revenue collected, $834,096.73. The chief sources of revenue were on letters prepaid by stamp, $283,000; do. do. in money or not unpaid, $355,000; on Canadian newspapers, including newspaper stamps, $70,000; on United States newspapers delivered, in Canada, $2,000; miscellaneous letter-boxes, box rent, &c., $6,000; total, $834,000.

The correspondence by the Canadian mail steamers has in several items not increased this year, whilst in others there has been a sufficiently marked progression.

The postage on letters passing between Canada and the United States was for this year $323,277.63. Of this amount, fifty-eight and three-quarters per cent. was collected in the United States, and forty-one and a quarter per cent. in Canada. This correspondence has more than doubled in amount during the last ten years, the aggregate collection in 1855 having only been $145,377, as compared with $323,277 in 1865.

The transmissions by parcel post continue to increase, and the estimate of this year shows a total number sent of 10,000, with a postage of $3,100.

The number of Canadian money orders paid in Canada was 10,805; the number of money orders drawing in the United Kingdom on Canada and paid was 3,808; do. from Nova Scotia, 257; do. New Brunswick, 120; do. Prince Edward's Island, 56; do. Newfoundland, 17. Total paid in Canada, 26,063.

OUR YOUNG FOLKS for August. Ticknor & Fields, Boston. $2.

The Publishers of 'Our Young Folks' announce that they have completed arrangements for adding as a new feature to their Magazine a series of Full Page Illustrations. These will be drawn by the first Artists, engraved in the best manner, and printed upon fine tinted paper. Each number of the Magazine will contain one or more of them. The first picture of the series, to be given with the September number, is 'The Wanderers,' designed by W. J. Hennessy. The Colored Illustrations, which were promised for this year, are now printing, and will be given in the November and December numbers.

THE AMERICAN AGRICULTURIST for August. O. Judd & Co. $2.

THE SATURDAY READER for August 4th. W. C. Cordier & Co., Montreal. 5 cents.

EVERY SATURDAY for July 28th. Ticknor & Fields, Boston. Ten Cents.

THE UPPER CANADA LAW JOURNAL for July. W. C. Chewett & Co., Toronto. $3.

~~CALENDAR FACULTY OF MEDICINE, MCGILL UNIVERSITY, MONTREAL, 1866-7.~~

PETERSON'S LADIES INTERNATIONAL MAGAZINE for August. C. J. Peterson & Co., Philadelphia. $2.

The cheapest, and one of the best Lady's Book extant.

NEW SHEET MUSIC.

"GLORIOUS NEWS." A new and Popular Prize Temperance Song. With Chorus and Pianoforte Accompainment. By L. O. EMERSON, Author of the "Jubilate," "Harp of Judah," "Merry Chimes," "Golden Wreath," &c. BOSTON; ADAMS & Co', 21 Bromfield St. 30 cts.

The new impetus lately given to the temperance cause will find an able coworker in this new Song just issued from the press of ADAMS & Co., Boston. It is a very pleasing composition, one that every one can sing, and we have no doubt every one will sing it. On your memorandum for your next purchase of new music, put "Glorious News" first.

WATERFALLS AND FRIZZES. A new Humorous Song, with Laughing Chorus, ad lib., and Pianofote accompainment, as sung by the "Alleghanians." Music by T. E. A. Boston: ADAMS & Co., 21 BROMFIELD ST. 30 cents.

If you want a song that will make you "laugh until you cry," try this new one.—It's a song which any one can sing, and the chorus of "Ha, Ha, Ha," to be brought in by the whole company, cannot fall to "bring down the house." It's a capital hit at the fashions, and will be appreciated by everybody.

Sold by all Music Dealers and sent, post free, on receipt of 30 cents, by the Publishers, ADAMS & Co., 21 Bromfield Street, Boston.

THE ATLANTIC CABLE.

Heart's Content, 8 a.m., July 27th.—The average speed of the ship from the time the splice was made until we saw land, was a little less than five nautical miles per hour; and the cable has been paid out at an average of five and one-half miles per hour—total slack less than twelve p. c.

The weather has been more unpleasant than I have ever known it on the Atlantic at this season of the year. We have had alternate days of rain, sometimes fog and squalls.

I have requested Mr. Dean, secretary of the Anglo-American Telegraph Company, to send you his diary, which will give you a detailed account of the hopes and fears, the ups and downs, experienced in laying the cable across the atlantic.

[FIRST DESPATCH.]

New York, July 29, 3:30 a.m.—The following has just been received from Cyrus W. Field:—

Heart's Content, July 28.—We arrived here at nine o'clock this morning. All well. Thank God, the cable has been laid, and is in perfect working order.

(Signed,) CYRUS W. FIELD.

[SECOND DESPATCH.]

Heart's Content, July 28, 1866.—We are in telegraph communication with Ireland. The cable is in perfect order.

(Signed) CYRUS W. FIELD.

[THIRD DESPATCH.]

Heart's Content, July 28, 1866.—England and America are again united by telegraph. The cable is in perfect order. We have been receiving and sending messages through the whole cable ever since the splice on the 13th inst. off Valentia.

(Signed) CYRUS W. FIELD.

Heart's Content, July 27.—To His Excellency President Johnson, Washington, D. C.—Sir—The Atlantic cable was successfully completed this morning. I hope that it will prove a blessing to England and the United States, and increase the intercourse between our country and the Eastern Hemisphere.

Yours faithfully,
CYRUS W. FIELD.

Washington, July 29.—To Cyrus W. Field, Heart's Content,—I heartly congratulate you, and trust that your enterprise may prove as successful as your efforts have been persevering. May the cable under the sea tend to promote harmony between the Republic of the west and the Governments of the Eastern Hemisphere.

(Signed) AND. JOHNSON.

Heart's Content, July 29.—To the Hon. W. H. Seward, Washington, D. C.—The telegraph cable has been successfully laid between Ireland and Newfoundland. I remember with gratitude your services in the Senate of the United States in the winter of 1855, and recollect with pleasure the speech you then made in favor of the Telegraph Bill. That you may never have reason to regret what you have done to establish communication across the Atlantic is the sincere wish of your friend.

(Signed) CYRUS W. FIELD.

Washington, D. C., July 29.—To Cyrus W. Field, Heart's Content:—Acknowledgements and congratulations.—If the Atlantic Cable had not failed in 1858, the European States would not have been led in 1861 into the great error of supposing that civil war in America could either perpetuate African slavery, or divide this Republic. Your great achievement constitutes, I trust, an effective treaty of international neutrality and non-intervention.

(Signed) WM. H. SEWARD.

Heart' Content, July 27th.—To the Honorary Directors of the Atlantic Telegraph Company.—I congratulate you on the successful completion of telegraphic communication between Ireland and Newfoundland, and hope, within two weeks from this, to inform you that the cable lost last year has been recovered, and that a second line is in operation across the Atlantic. I assure you that all on board the telegraph fleet will do all that they can to accomplish this object.

(Signed) CYRUS W. FIELD.

Heart's Content, July 27.—To the Directors of the New York, Newfoundland, and London Telegraph Company:—We arrived this day. The cable has been laid across the Atlantic and is in perfect working order.—As soon as we have taken in our work we shall proceed to the spot where the cable was lost last year, and, when recovered, splice it with the cable on board the Great Eastern and return to this place. Then the Medway will proceed to take the cable across the Gulf of St. Lawrence.

(Signed) CYRUS W. FIELD.

FURTHER REPORT.

THE LAYING OF THE CABLE.

Dalhousie, July 29.

Mr. Craig has kindly allowed me to send the following:—The Great Eastern left Sheerness on Saturday at noon, June 30, arrived at Beerhaven on Thursday morning, July 5, and there received the balance of her coals and provisions. The other steamers composing the telegraph fleet joined the Great Eastern at Beerhaven, as follows:—William Corry and Terrible on Friday, July 6; Albany, Saturday 7th; Medway, Tuesday, 10th.

On Saturday, 7th July, the end of the Irish shore cable was landed from the William Corry at 2.30. Next morning the laying was successfully completed and the end buoys in 94 fathoms, latitude 51.40, longitude 11.06; distance from the telegraph house to Valentia 27½ miles; 29½ miles of cable paid out.

On the 11th inst., H. M. S. Racoon arrived at Beerhaven to render all the assistance in her power.

Thursday, July 12.—The Great Easter, Medway, Albany, Terrible and Racoon sailed from Beerhaven. Religious services were held at Valentia and prayers offered up for the successful laying of the cable.

Friday, July 13.—The shore cable was spliced to the main cable on board the Great Eastern at 2.40 p.m. The telegraph fleet then started for Newfoundland and the Racoon returned to Valentia.

The telegraph fleet sailed in the following order:—The Terrible ahead of the Great Eastern, on her starboard beam; the Medway on the port, and the Albany on the starboard quarter. Weather foggy and heavy rain.—Signals through the cable on board the Great Eastern to the telegraph house at Valentia 2,404 miles, were perfect.

Saturday, July 14.—The distance run 108 miles; cable paid out, 126.

Sunday, 15th.—Distance run, 128 miles; paid out 139.

Monday, 16th.—Distance run 115 miles; paid out, 137.

Tuesday, 17th.—Distance run, 118 miles; paid out, 138.

Wednesday, 18th.—Distance run, 150 miles; paid out, 123.

Thursday, 19th.—Distance run, 122 miles; paid out, 129.

Friday, 20th,—Distance run, 119 miles; paid out, 127.

Saturday, 21st.—Distance run, 122 miles; paid out, 136.

Sunday, 22nd—Distance run; 123 miles; paid out, 133.

Monday, 23rd.—Distance run, 121 miles; paid out, 138.

Tuesday, 24th.—Distance run, 121 miles; paid out, 135.

Wednesday, 25th.—Distance run, 112 miles; paid out, 130.

Thursday, 26th.—Distance run, 128 miles paid out, 134.

Friday, 27th.—Distance run, 112 miles; paid out, 118—which, with the shore end off Valentia, (distance 27 miles, cable paid out, 29 miles,) makes the total distance run, 1,669 miles, and paid out, 1,854 miles.

NEWS OF THE DAY.

Three steamboats have been chartered as tenders to the naval force on the St. Lawrence and lakes, to be manned by H.M. sailors. One left Montreal for the west to-day.

PROGRAMME

Of the Music to be played by the Band of the R. C. Rifles this afternoon at six o'clock:—

Overture—Le Postillon de Lonjumeau. Adam
Lancers—Echos of London.....Coote
Selection—Op. Marino Faliero....Donizetti
Valse—Mill Grove.....
Coro e profezia—Op. Nabuco.....Verdi
Galop—Tyrell.....Quigg
GOD SAVE THE QUEEN.

NEW YORK GREETS LONDON.

New York, July 30th.

The following despatch has been forwarded over the Atlantic Cable:

Mayor's Office,
New York, July 30th

TO THE LORD MAYOR OF LONDON.—The energy and genius of man, directed by the providence of God, have united the continents. May this union be instrumental in securing the happiness of all nations, and the rights of all peoples.

(Signed) JOHN T. HOFFMAN.
Mayor of New York.

LARGE FIRE IN BUFFALO.

HALF A MILLION OF PROPERTY DESTROYED.

We are indebted to the Hamilton Times of last evening for the following, which was received by that paper over the 'Provincial' wires:—

Buffalo, July 30.

We this afternoon have to chronicle a most destructive conflagration, resulting in the loss of property to the amount of nearly half a million.

The propellor City of Buffalo, while unloading at the Sturgis elevator, opposite the foot of Washington street, took fire a little after 12 o'clock to day, and the flames speedily communicated to the elevator itself.

The fire is supposed to have taken in the fire hold of the vessel, though nothing was positively known as to its origin.

The City of Buffalo was laden with 72,000 bushels of oats from Milwaukie, consigned to J. R. Bentley & Co. About 26,000 bushels had been taken from her at the time the fire broke out. She was towed into the underslip leading into the Backwell canal and left to burn. There was in the elevator, as near as could be ascertained, 27,750 bushels of oats, and 97,250 bushels of corn, belonging to various parties in this city. The elevator was owned by William Sturgis and D. H. Irwin, of Chicago, and was built in 1862, and cost we are informed, $125,000.

DIED.

This morning, Mary, relict of the late Walter McCunniffe, in the 80th year of her age.

☞Friends and acquaintances are respectfully requested to attend her funeral from her late residence, Barrie street, at half past THREE o'clock p.m. (TO-DAY) Wednesday.

On the 8th June, at Sydenham, Kent, England, Mr. Charles Thomas, senior, formerly a resident of Kingston, at the advanced age of 87 years.

In this City, on the 28th ult., aged 3 months and 21 days, Julia Cushman, daughter of J. J. Whitehead, Esq.

In Toronto, on Saturday morning, the 28th instant, Ladds Wm. Lugadin, aged 57 years, late of Cambridgeshire, England.

MAIL CONTRACT.

TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday the 31st August, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, three times per week each way, between Morton and Kingston, from the 1st October next.

Conveyance to be made in a public or other Vehicle.

The Mails to leave Morton every Monday, Wednesday and Friday at 6:30 a.m.; and to arrive at Kingston at 1 p.m. same days. To leave Kingston every Tuesday, Thursday and Saturday, at 7 a.m., and to arrive at Morton at 1:30 p.m. same days.

Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Kingston, Morton and Brewers Mills.

MATTHEW SWEETNAM,
P. O. Inspector.

Post Office Inspector's Office, Kingston, 30th July, 1866. 3:180

LIST OF LETTERS

REMAINING in Kingston Post Office 31st July, 1866.

Buckley Charles	Kemp Mrs Margt
Brush Charles	Kenon Elizabeth
Bralt John	Lloyd James S
Brunet Capt Isidore	Lowe Samuel
Berew Peter	Lawrence Wm
Boyd Captain	Mulvaney Patrick
Boyer Joe	Murphy Peter
Beachel James	Mosey Mr A W
Blacklock Geo	Morse Geo D
Barry Miss Elizabeth	Mooers Geo
Baker Thomas	Meyer Capt C H
Cummings Capt H	Miller Wm
Crowe Francis	Malloch Geo
Crooks, Kingsmill & Harris	Martin Wm C
	McKay James
Clark R F	McGurk Mgt
Clark Festus	McConnell Wm
Clementi Theo B	McMillan Mrs (2)
Coleman John S	Noble Wm C
Clayton Nina	Neville Mitchell
Clixby Charlotte	O Brien P
Cooper A	O-Brien Michael
Caswell E	Purzell Mrs
Campbell Sarah	Preston F J
Duncan Saml T	Patterson Thomas
Dowler Miss Bridget	Prince Albert Lodge [B A O G T
Daley James	
Dickinson Geo	Rody Wm
Davy Mrs Mary	Rodgers James
Davis J S	Reynolds Thomas
Dennis Anthony	Richardson Wm
Davey John	Read Mrs Geo W
Fleed Mary	Read James
Forbes David (2)	Scott Berry J
Forestell James	Sanford Mrs E
Flanigan Miss Rachel	Seymour Audison
Finley J A	Simpson John
Gariepy Edward	Sexton D W
Genge R	Stewart Sarah
Graham Michael	Turner Mrs G
Green Mr	Talmage Eliza
Graves Sarah	Tappin John
Green George	Vent William
Hoselman John	Winn William S
Horn John	Wilson Mrs Jane
Hassack James	Wheat Anna
Hurton Matilda	Welch Mary Ann
Jacups Miss Carey (2)	Welch Hettie
Kirkpatrick William	Weller & Clark
King O B	Weinert Wm
—	Young Mrs Edmund

R. DEACON,
P. M.

Post Office, Kingston, July 31st, 1866. 180

Western Fire and Marine Insurance Company.

(LIMITED.)

Capital.....£1,000,000 Sterling,

ESTABLISHED in connection with the Western Manchester and London Life Assurance Society, founded 1842.

Chief Offices—3 Parliament Street, London; 77 King Street, Manchester.

FIRE DEPARTMENT.—Insurances against Loss by Fire on every description of Property may be effected with this Company.

LOSSES.—All claims adjusted and paid in Canada with promptitude and liberality.

SCOTT & DEGRASSI, Toronto,
Chief Agents, C.W.

CHARLES JOHNSTON,
Agent for Kingston and vicinity.

The Western Insurance Company takes risks at moderate rates, and is not governed by the tariff adopted by the combined Companies.

Kingston, July 31st, 1866. 181

In the Surrogate Court of the County of Frontenac.

In the Goods of James Walsh, deceased,

NOTICE is hereby given, that application will be made to the Judge of this Honorable Court, on Monday, the twentieth day of August next, at noon, at his Chambers in the Court House, in the City of Kingston, for the revocation of the Probate of the Will of the said deceased, heretofore granted to the Reverend Patrick Walsh.

Dated at Kingston, this 30th July, 1866.

ALEX. S. KIRKPATRICK,
Solicitor for Margaret Walsh, Widow. 3iw181

IMPORTANT

To Housekeepers.

A NEW INVENTION

CALLED THE

Patent Magic Powder

WILL

REMOVE ALL TARNISH AND RUST

FROM

Silver, Cutlery, Tin, Brass and all Metalic Substances,

WITHOUT LABOR or dampning, and producing a brilliancy like new, which is durable and lasting. It saves all the labor of scouring, and is as little trouble as washing; does not injure the finest Silver or Plated surface. It is a newly patented article, and every household is invited to try one box to satisfy themselves. It is a great

SAVING OF LABOR

FOR

Harness-Makers, Saddlery,

and all having anything to polish.

☞An Advertisement will soon appear where it will be on sale.

Manufactured by

W. P. CASE & BRO.,
56 East Broadway, N.Y.

July 30, 1866. 179

NOTICE.

TWO or Three Gentlemen, or a Small Family can be accommodated with board and lodging at No. 3 Wellington Street, Wilson's Buildings.

Kingston, July 30, 1866. 1791w

TO LET

THAT WELL-KNOWN

FLOUR AND FEED STORE,

LATELY in the occupation of Messrs. Elliott and Mousstephen, situated on the corner of Brock and Ontario Streets—a good stand for any business. Apply to

G. M. KINGHORN.
On the Premises.

Kingston, July 30th, 1866. tf 179

TO-DAY.

Valuable Real Estate

AND

HOUSEHOLD FURNITURE

FOR SALE BY AUCTION.

THE SUBSCRIBER will sell on the premises, on WEDNESDAY, the 1st of August, that property known as "Maple Nook Cottage," the property of Mr. Wm Lightfoot, situated on the corner of Bond Head and Ordnance Streets, near the Wellington Terrace. On the property is a neat Cottage, containing 7 Rooms, with Kitchen, and Outhouses &c., and a splendid Garden of Fruit Trees. The Lot measures 99x136 feet, and will be sold in lots to suit purchasers.

Also a general Assortment of Household Furniture.

Terms—For the Furniture, Cash; and for the Property will be made known at the time of Sale.

☞ Sale at 11 o'clock A.M.

JAMES LINTON,
Auctioneer.

Kingston, July 25th, 1866. 175&30

ARMY CONTRACTS.

SEALED TENDERS in duplicate—the service or supply being marked on the envelope—will be received at this office until 12 o'clock noon on Wednesday, the 8th August next, for the following supplies and services for ONE YEAR from 1st October, 1866, to the 30th September, 1867, viz:

GENERAL SERVICE

Fresh Meat.....at — per 100 lbs
Bread.....at — per ditto
Forage.....at — per ration
Firewood.....at — per cord
Candles, Tallow mould.....at — per 100 lbs
Coal Oil.....at — per gallon
Wicks for coal oil lamps.....at — per dozen
Water for troops at Fort Henry and Point Frederick.....at — per 100 galls
Do. at Cataraqui Cottage, at — per diem
Land Transport—Cartage and Cab hire.

Separate tenders will be required for each of the above services.

The conditions of the several contracts (to which particular attention is invited), the probable quantity of each article required, or the nature of the service to be performed, forms of tender, and all other necessary information, can be obtained at this office.

No tenders except those on the printed Forms will be noticed. The signatures must be bona fide those of the Principals and Sureties; and the parties tendering must either attend personally or send some person duly authorized on their behalf to the Commissariat Office at the hour named for opening the tenders, for any reference that may be necessary.

Commissariat, Kingston, C.W.,
17th July, 1866.

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Tenders will be received on the same day with the above for the