Ventilated Railroad Cars.

At the invitation of Sheriff Ruttan, of Cobourg, and S. Keefer, Esq., of the Grand Trunk Railroad, we enjoyed the pleasure of a ride on Saturday last as far as Williamsburgh in a car ventilated on a plan just patented by Mr Ruttan.

All who have travelled on Railroads are aware of the annoyance arising from dust. They also know that a mouthful of fresh air cannot be breathed in a crowded car unless by opening windows, through which smoke and dust occasionally enter in quantities dense enough to all-but suffocate the passengers. By Sheriff Ruttan's patent, those annoyances are likely to have an end.

It may be difficult to explain the principle of the patent so as to make the reader comprehend it. At the end of the car on the roof, what is termed a receiving-box is placed. This box is provided with two pairs of self-acting valves—these valves are placed so as to receive a current of air from whatever direction the car moves in—the current opening one pair and shutting the other—the valves having all the appearance of small doors moved on hinges. The air enters by the open valves, and is forced downward through a couple of flues along the bottom of the car on each side. The air is thus carried over a tank in which is placed about 200 cubic feet of cold water. Over this tank are erected two upright dischargers resembling ornamented chimney tops. These dischargers have two openings, one towards each end of the car, placed about the height of a person's head when seated in the car. The quicker the car moves the greater the quantity of air forced into the receiving box, from which it is propelled over the water in the tank (where it leaves all the particles of dust,) up the dischargers, and the air is then discharged towards both ends of the car. There is thus a constant supply of fresh air regularly kept up, the air in the car being discharged every two minutes when the car is going at forty miles an hour. The foul air escapes at wire openings near the floor inside the car, and directly under the receiving-box, and carried off by a chimney, after traversing the whole length of the car. Dust is prevented from entering the cars at the windows by the pressure of air inside, which pressure is constantly kept up by the air forced from the dischargers. Passengers, by this invention, enjoy a cool, comfortable ride, free from the unpleasantness attendant on breathing smoke, dust, and foul air.

During winter the dischargers are removed, and a ventilating stove both heats the car and keeps the air pure, the heated air passing under the floor from one end of the car to the other, thus enabling the passengers to have their feet made comfortable by a constant stream of heated air.

On the short trip made in company with Messrs. Ruttan and Keefer, we had a very excellent opportunity of testifying the invention, and we believe we express the opinion of all who witnessed that and a previous trial, when we state that Mr Ruttan's patent is in all probability destined to be carried into general use in the railroads of Canada and the States, provided the invention can be put in operation at a reasonable expense.

The subject of ventilation has occupied Sheriff Ruttan's attention for a period of thirteen or fourteen years. He has spent thousands of dollars in experiments, and we sincerely hope that his present invention may meet all the desires of the public, and that the reward due to persevering labor may be speedily attained by the general adoption of Ruttan's patent for ventilating cars.—*Brockville Recorder.*

A Closing Bit of Border Ruffianism.—The affair in the omnibus between Mr McMullen of Virginia, and Mr Grangrer, of New York, on their way to the Capitol, was perfectly consistent with the ruffianism which has signalized the chivalry of this Congress. It is something however, to the credit of McMullen, that he employed neither pistol nor bludgeon in his attack upon Granger; but simply wound one arm about his adversary's neck, while with the other hand, *a la* Yankee Sullivan, he thumped the unfortunate Mr Granger in the eyes and nose. In the ring, this, we believe, would be styled getting him into chancery. The House called for, and the Speaker appointed a committee to investigate the case and report upon it at the next session, which, it seems, is to meet as early as the day after to-morrow.

The following are some of the principal specimens of rowdyism affair "of honor" which have distinguished this session of Congress:—

First.—Two attacks with a cane, same day, by the Hon. Mr Rust, of Arkansas, upon Horace Greeley. Not much damage done. Greeley's head harder than it looks to be.

Second—Attack of Hon. William Smith of Virginia, (called, for shortness, Extra Billy) upon Mr Wallach, editor of the Washington *Star*.

Third—The Herbert affair, at Willard's Hotel, in which the Hon. Mr Herbert, of California, shot with a revolver, and killed upon the spot, the Irish waiter, Keating.

Fourth—The Colonel Lane and Douglas affair; no fight.

Fifth—The Sumner affair—in which the Hon. Mr Brooks, of South Carolina, attacked with a gutta percha cane, the Hon. Mr Sumner, in his seat in the Senate Chamber, and left him weltering in his blood upon the floor. Recovery of Sumner doubtful.

Sixth—The Brooks and Gen. Wilson affair; no fight.

Seventh—The Brooks and Gen. Webb affair; no fight.

Eighth—The Brooks and Burlingame affair, in which Mr Brooks declined to go to Canada to be shot at there and shot at all the way back again.

Ninth—The little omnibus flare-up between the Hon. Mr McMullen and the Hon. Mr Granger.

Talk of border ruffianism in Kansas! What else can we expect on the borders with such examples among our law-makers and law-breakers at Washington? We progress swimmingly in the science of ruffianism; and if such are among the specimens of the Thirty-fourth Congress, what may we not expect of the thirty-fifth? Progress is the order of the day.—*N. Y. Herald.*

Sailing of the Ocean Steamships.

FROM EUROPE.

Ships	Leaves	For	Date.
Kangaroo	Liverpool	Philadelphia	July 30
North Star	Bremen	New York	Aug 2
Africa	Liverpool	New York	Aug 9
C. of Manchst'r	Liverpool	Philadelphia	Aug 13
N. American	Liverpool	Quebec	Aug 13
Hermann	Bremen	New York	Aug 13
Niagara	Liverpool	Boston	Aug 16
Persia	Liverpool	New York	Aug 23
C. of Baltimore	Liverpool	Philadelphia	Aug 27
Canadian	Liverpool	Quebec	Aug 27
Fulton	Havre	New York	Aug 27
Arabia	Liverpool	Boston	Aug 30
Kangaroo	Liverpool	Philadelphia	Sep. 10
Indian	Liverpool	Quebec	Sep. 10
Anglo-Saxon	Liverpool	Quebec	Sep. 24
N. American	Liverpool	Quebec	Oct. 8
Canadian	Liverpool	Quebec	Oct. 22

FROM UNITED STATES AND CANADA.

Indian	Quebec	Liverpool	Aug. 16
Asia	New York	Liverpool	Aug. 20
Kangaroo,	Philadelph.	Liverpool	Aug. 21
Arago,	New York	Havre	Aug. 23
Canada	Boston	Liverpool	Aug. 27
Anglo-Saxon	Quebec	Liverpool	Aug. 30
Africa	New York	Liverpool	Sep. 3
C. of Manchester	Philadelph.	Liverpool	Sep. 4
Niagara	Boston	Liverpool	Sep. 10
N. American	Quebec	Liverpool	Sep. 13
Persia	New York	Liverpool	Sep. 17
C. of Baltimore	Philadelph.	Liverpool	Sep. 18
Arabia	Boston	Liverpool	Sep. 24
Canadian	Quebec	Liverpool	Sep. 27
Kangaroo	Philadelph.	Liverpool	Oct. 2
Indian	Quebec	Liverpool	Oct. 11
Anglo-Saxon	Quebec	Liverpool	Oct. 25
N. American	Quebec	Liverpool	Nov. 8
Canadian	Quebec	Liverpool	Nov. 22

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The Daily News.

SATURDAY MORNING, AUGUST 23.

"Cannon to right of them,
Cannon to left of them,
Volleyed and thundered."

Three beautiful brass field pieces, with ammunition waggons, &c., were landed from the steamer Trenton, on Shaw's Wharf on Wednesday evening, for the use of Captain Jackson's Company of Provincial Artillery here. They were immediately removed to the place of deposit in the Royal Artillery Barracks. Some fine day we shall see the company out in "full fig." They don't fire before they're ready.

Excursion.—No. 1 Rifle Company, Captain Shaw, had an excursion party yesterday. Went up by steamer *Novelty*, and had a fine day of it, of which we shall have something to say in our next issue.

The Right Hon. Mr Lowe was at Donegana's hotel in Montreal on Thursday.

Theatre.—Last evening Mr McMillan took a benefit, and had, as a matter of course, a bumper house, and this evening Mr Wilson, formerly of the 54th amateurs, and Mr Rogers, take their benefit, with a very amusing roll. "Irish Assurance and Yankee Modesty," and "the Rendezvous." Wilson appears in the first as *Pat*, "av coorse."

Edinburgh Review.—We have received from the City Book Store the last number of this Review. The following are the articles contained in it:—1. Sir G. C. Lewis on the credibility of early Roman History; 2. Diary of General Patrick Gordon; 3. Growth of the Map of London; 4. Samuel Rogers; 5. Cavaliers and the Camisards; 6. Coins of Greece; 7. Hienrich Heine; 8. Supreme Court of Appeals; 9. Rev. Wm. Archer Buller; 10. Memoirs by Sir Robert Peel; 11. Great Britain and the United States; and a note on the Suez Canal.

Wood Gas.—The city of Toledo and the village of Millville, Ohio, have both provided for lighting those places from gas made of wood. The latter has it burning to the satisfaction of the residents.

The Montreal Commercial Advertiser says that a large amount of damage has been done to the growing crops, by the late heavy rains, throughout the districts of Montreal and St. Francis. Peas will be almost a total loss, the effect of the wet being to cause them to shed the seed, and to produce a second growth. Barley, which was ready for cutting, has also suffered severely. Potatoes upon low lands have been flooded to such extent as to produce rot. And a very large amount of hay upon the ground has been destroyed.

Laurentides.—Dr Laterriere, the gentleman who has so often represented a county within the division of the Laurentides, presents himself for that division as candidate for a seat in the Legislative Council. He says, in a short address, that he has twice refused a seat in the council, when offered by the Government.

The St. Catherines *Post* says that the Directors of the P. D. & T. R. Co., with an alacrity and promptness that is deserving of all praise, held a meeting on the same day that the Welland was burned, and resolved on sending Capt. Donaldson to Montreal, to negociate for the purchase or charter of a vessel to run on the route between Port Dalhousie and Toronto.

The General Grand Chapter of Royal Arch Masons, and the General Grand Encampment of the Knights and Templars of the United States, will hold their triennial meeting in Hartford, Conn., the early part of next month. Delegates from every State in the Union, to the number of about 200, are expected to be present.

Death of Daniel Lee, Esq.—It is with melancholy feelings that we announce the decease of our highly respected and now deeply lamented fellow citizen, Daniel Lee, Esq., of this village. He departed his life at his residence yesterday afternoon about three o'clock, aged 61 years. Mr Lee has long been an honored resident of our village, and has been the friend of everybody and everybody's friend.

His funeral was attended this afternoon, at his residence, at 2 o'clock.—[Watertown Rep. 19th.

Burning of the Propeller "Tinto."—Adjourned Investigation.

Reported for the "News."

The Coroner and Jury met at the Court house on the evening of Thursday the 20th for the purpose of hearing further evidence. Thos. Kirkpatrick, Esq., appeared for the Crown; G. L. Mowat, Esq., for the owners of the Tinto.

Captain Charles Armstrong examined:—Is Lloyd's Agent: Agent for the underwriters at Montreal. Inspected the Tinto in the month of June. The Captain came to have her examined, with a view to have her insured. It was said her machinery was disarranged owing to her having struck on a rock; therefore the machinery was defective. Had seen her on the stocks at Sorel, and thought her seaworthy.

She could not be called a hot boat, as her boilers were unusually small, and remained below in an eleven feet hold. She then had three boats; one large and two smaller ones. The small boats were entirely too small. Did not know of any life preservers; she was not intended to be a passenger vessel. The three boats were capable to hold the entire people on board. The small boats were capable to hold 25 persons each, the large one 50.

It is not the practice for freight steamers to carry life boats; I do not think there is a steamer from Hamilton to Quebec, on lake or on river, has her funnels cased with iron. From what I have seen it was entirely impossible that fire could have originated from a spark falling between the funnel and the boilers—particularly from what I learn in this case—the wind blowing fresh, must have sent the sparks beyond the vessel. I would not hesitate for a moment to insure the vessel. Do not think her master justified in going to sea with only one boat.

The great quantity of wood on board amounts to nothing. There was hose on board which could easily be used, the only trouble being to affix it.

Delaney, the mate, was re-examined. He swore positively that there was an iron casing around the funnels, which, he said, yet remains to be seen; here only, his evidence differed from what has been already stated.

The Coroner requested all others, save the Jury, to retire, when it was agreed:—

That the two persons deceased, whose names appear at the beginning of this inquiry, came to their deaths by the burning of the Propeller Tinto; and that the Captain and the Engineer were highly culpable in proceeding to sea, without having taken proper precaution to secure the lives of the passengers committed to their charge.

We have been told that such was the substance of the verdict.

In taking our leave of this painful subject, we regret, that in the first case, it should have been deemed a weighty matter, whereas after three days' deliberations, it was suddenly brought to a close, and a verdict rendered, which could as well have been arrived at on the first occasion. We were totally unprepared for the winding up of the matter to-day, and can only think that Mr P. M. Vankoughnet did not send forward the needful to prolong it—yet a little longer.

Congress and Kansas.

From the N.Y. Courier.

"*Provided however*, and it is hereby declared, that no part of the military force of the United States for the support of which appropriations are made by act shall be employed in aid of the enforcement of any enactment of the body claiming to be the Territorial Legislature of Kansas until such enactment shall have been affirmed and approved by Congress; but this proviso shall not be so construed as to prevent the President from employing an adequate military force; But it shall be his duty to employ such force to prevent the invasion of said Territory by armed bands of non-residents, or any other body of non-residents, acting or claiming to act as a *posse comitatus* of any officer in said Territory in the enforcement of any such enactment, and to protect the persons and property therein, and upon the national highways leading to said Territory, from all unlawful searches and seizures; and it shall be his further duty to take efficient measures to compel the return of and withhold all arms of the United States distributed in or to said Territory in pursuance of any law of the United States authorizing the distribution of arms to the States and Territories."

The above is the proviso to the Army Bill, insisted upon by the Senate, at the close of the session of Congress. It is a constitutional proviso, moderate but firm in its tone, and rendered imperatively necessary for the preservation and protection of constitutional freedom. As such, the House appended it to the Army Bill, and as such the Pro-Slavery party in the Senate rejected it, when the doors of Congress were closed. The House, in the true spirit of Republican nationality, wished to preserve freedom, and therefore insisted upon this proviso; the pro-slavery party in the Senate, in the true spirit of slavery sectionalism, wished to destroy freedom and extend slavery, and therefore refused to accept the proviso. The House in adding and insisting upon the proviso, legislated for a nation of Republicans; the Pro-Slavery party in the Senate, in refusing to accept the proviso, legislated only for a section of slave-holders. Until it is right and proper in a Republic, that national legislation for freemen should yield to sectional legislation for slaveholders, the Pro-Slavery party in the Senate, with President Pierce for its present, and James Buchanan for its prospective head, must be held responsible for whatever stoppage of the wheels of government may occur from the failure of the passage of the Act.

What is the simple character of this proviso? Does it settle at once the whole Kansas question in favor of the North, and utterly annihilate all the rights of the South? Far from it. It does not even pronounce, as it justly might, the infamous laws of Kansas to be unconstitutional; it simply provides that the army of the United States shall not be employed to enforce those laws until Congress has passed upon their validity. And until this validity is passed upon, the proviso grants to the President all the power of the army that is necessary—grants to him all the power of the army that it is legitimate for him to use. He may use the military force in the territory to preserve the peace, suppress insurrection, repel invasion, and protect persons and property therein, and upon the national highways in Missouri, from unlawful searches and seizures. But he may not use the power of that army to enforce against freemen laws made by slaveholders, until the validity of such laws is established. Is it not fair in itself? Is not disorganization of the just and even-moving wheels of Government, written as plain as daylight in the face of that Slavocracy in the Senate which refuses to accept this proviso? But Slavocracy, through the hand of Pierce, with fire and sword against the free settlers of Kansas, rendered this proviso necessary, if Congress would protect the freemen whom the Executive head of the nation, at the bidding of a slavery section of the Union, has sought, and still seeks, to drive from the soil of the United States Territory, or whom he suffers to be robbed on that soil if they remain. That which was begun in wrong must be carried out by the Slavocracy, even to the point of disorganizing the National Government. Sham pacific bills failing, they boldly stand forward, and when the hour strikes for the adjournment of Congress, declare, by their not accepting this proviso, that they will not give the free settlers of Kansas the smallest justice, although the denial of that justice should stop the wheels of Government. Subjugation of Kansas, just or unjust, is the war-cry at the close. Simple justice to Kansas, or freedom, was the simple but firm demand of the Republicans at the beginning of the session; that same justice is their only demand at its close. Let the demand be adhered to in the coming extra session, without faltering or yielding. The country will look at Kansas, will look from Kansas to this proviso, and from this proviso to Slavocracy, and its new head Buchanan, and while the country will uphold the House in its action, it will, next November by its rejection of Buchanan and support of Fremont, condemn the disorganizing action of the Slavocracy of the Senate.

Alleged bad Faith of Russia in the Observance of the Paris Treaty.

Paris (Aug. 4) Correspondence of the London Times.

The sharp practice, not to say the indifferent faith, of Russia, in carrying out the details of the treaty of Paris, appears to be attracting much more attention at Vienna than it does here. The war being over, and the laurels gathered in, the French nation seems to have lost all interest in the matter; and, indeed, the indifference of the French Cabinet is supposed to be scarcely less. Nevertheless, some of the questions at issue are serious, and there is reason to believe that they engross not a little the attention of Count Buol and Sir H. Seymour. It is not improbable that the unity of action thus induced in the Cabinets of the two nations most interested in protecting the interests of Turkey, and resisting Muscovite encroachments, may lead to a more cordial understanding between them than has for some time existed.

The public have heard very little of the view taken by the allied powers of the destruction of the fortifications of Reni and Ismail, with respect to which it is known, however, that great dissatisfaction has been expressed by Count Buol and the British minister at Vienna. It is only in consequence of very strong representations that the overthrow of the defences of Kars, already commenced, has been suspended. The settlement of the question of the Isle of Serpents, whose occupation by Russia has excited a great sensation at Vienna, has been expressed when once brought upon the tapis it would prove easy; but this does not appear so certain when we consider the system of opposition and vexation upon which Russia appears to act. She has certainly done anything but reciprocate the good, cordial and straightforward spirit the allies have displayed towards her, and her conduct is calculated to lay the germ of future disputes and bitterness. But according to present appearances, it is the Bessarabian boundary question that is likely to give the most trouble. The Russians have evidently taken advantage of the great topographical ignorance that prevails with respect to that country. It has never yet been positively resolved how far, at the conferences at Paris, the Russian commissioners imposed upon their colleagues by means of incorrect maps. Still less are we acquainted with the motive for the very important modification then admitted in the line originally laid down as the basis for the demarcation.

We are now told of the existence of two Bolgrads, between which a confusion has purposely been made—of course to the disadvantage of Moldavia. I have been unable to discover more than one, but there can be no doubt that its position has been misrepresented; and I know that in the Danubian provinces, where some knowledge of the topographical circumstances of Bessarabia may be supposed to exist, great surprise was expressed when the line finally agreed upon at the conferences became known, that England and France should have allowed themselves to be so imposed upon as to trace it south of Bolgrad. If France chooses to be apathetic with respect to the various questions, I am glad to learn, on authority which I consider good, that England and Austria are not disposed to be so, and that our able representative at Vienna vigilantly watches and by no means suffers to pass unheeded, the Russian attempts to obtain unfair advantages. It is said that he finds Count Buol disposed warmly to co-operate with him on this subject, and hence is inferred the probability of a friendly *rapprochement* between the two cabinets.

The chief obstacle to this might perhaps be sought in the slowness of Austria to comply with the wishes of Great Britain with respect to Italy, and especially in her disinclination to press Naples to a modification of the system which gives so much umbrage. I am assured, however, by private letters from persons generally well informed, that Count Buol has sent instructions to the Austrian Minister at Naples, the tenor and substance of which are satisfactory, at least to Baron Bourquency. It is said that the Austrian representative is directed to impress strongly upon the Neapolitan court the necessity of giving heed to the advices proferred in a friendly spirit by England and France. As it is added that attention to the counsels of France is particularly insisted upon, we may presume that this Government required less than our own. Indeed, it is said that the Austrian Government, in speaking of the demands of France, qualified them as very moderate, and went so far as to add, that, if compliance with them were refused the King of Naples would do well not to reckon on assistance from Austria in the possible case that circumstances should render him desirous of such aid. This communication was read by Count Buol to the Prince de Petrulla, Minister at Vienna, accompanied by the remark that Austria felt herself bound to indorse the just requirements of the French Government, and by the recommendation to urge his government to compliance, and even to write confidentially to the King. Prince Petrulla, as you are proably aware, is considered to enjoy a large share of the confidence of his sovereign, while he has always espoused his politicial views. His interview with Count Buol is said to have had the result of strongly impressing him with the necessity that something should be done, and that the time has arrived when it would be dangerous to persist in making head against the wishes of the Western Powers, and I understand that he wrote a strong letter to his master in this sense.

It remains to be seen whether Count Buol's remonstrances, combined with the change of views of Prince Petrulla, who hitherto has been noted for his exaggerated opinions, will produce the desired effect. Sir Hamilton Seymour is reported not to be very confident that they will do so, and not to be yet satisfied with what has been done by Count Buol, whom he would wish to speak more strongly and distinctly still. Something will, doubtless, depend upon the tone and exertions of the Austrian minister at Naples, and doubts are expressed whether he may be expected to render his Government's remonstrances in a sufficiently forcible manner."

Return of His Excellency the Governor General.—Yesterday morning, about eight o'clock, His Excellency the Governor General, Lady Head and family, and His Excellency's suite, arrived here in the Doris, and were received with the customary honors. At 10 in the forenoon, a meeting of the citizens was held, and a deputation appointed to wait upon His Excellency, requesting him to take luncheon with them to-day. The deputation went on board the *Doris*, then lying off the mouth of the St. Charles, and saw His Excellency, who declined, because he had promised to be present at a review of the Volunteers in Montreal, on the morrow, or in other words, to-day. His Excellency, and His Excellency's family, would have landed immediately, but all the carriages in town had been previously hired for a marriage party, and the Hon. Chief Justice Bowen having become aware of the fact, sent his carriage to Mr Baby's wharf, at noon, when Lady Head, Lieut.-Col. Cockell, the commandant of the garrison, Miss Head, Master Head, Lieut.-Col. Bradford, commanding the Royal Canadian Rifle Regiment, and Mr Noel Brown, landed. It was not long after when the boats containing the deputation came to land. In the first were the Hon. Mr Tache, Premier, the Hon. Mr Justice Caron, Mr Buteau and Mr DeBlois; and in the second were Mr Eckart, Dr Marsden, Mr Lelievre, Mr Mayor Robitaille, Dr Morrin, Mr Motz, the Hon. Robert Spence, Mr Solicitor-General Ross and Mr Charles Alleyn, M. P. P. His Excellency landed at two in the afternoon, privately, but was recognized on the wharf and cheered. The *Doris* was all day decorated with flags, and leaves this morning for Montreal with her distinguished passengers.—*Quebec Gazette.*

Washington, August 19th.

At least half of the members of Congress have had the benefit of an excursion towards the North and West. The Southern excursionists were arrested here by the President's proclamation, in time to prevent their departure in the evening. The members of the House will very generally attend. There are some Southern absentees who cannot return, perhaps, in time to vote on the army bill's rider. But the same is the case with some of the Western absentees, who are not paired off. The Senate will not be full on Thursday, but it is believed that there will be a quorum.

If a quorum of the two Houses be present on Thursday, the message will be delivered on the same day, and the two houses will then determine, by joint resolution, whether to limit the objects of the session to the measures which the President may present, or not.

Among the Senators who got off was Mr Toombs of Ga., and probably he will not return. His colleague, Mr Iverson, had expressed the wish in debate in the Senate, that the Republicans would attach the Kansas rider to all the appropriation bills, and that they might all fail. There were evidently some Republicans who misrepresented his views.

But Congress has, after all, performed its duties with a general view to the welfare of the country, and the whole country. The liberal grants of land to new states for railroad purposes; the appropriation for rivers and harbors; the fortification bill; the appropriation for custom houses, for post offices in the large cities, and the large appropriations for national objects in this city, are all evidences of this. The appropriations, so far, are about fifty millions, excluding the army appropriation bill, which will be about twelve millions more.

The members still here say that the objects of the extra session will be confined to the passage of the army bill, and that they will not take up the calendar nor even the bills which were left unfinished by reason of want of time. As members get neither extra pay, nor constructive mileage, for the extra session, they will make this the shortest session ever known under the government.

Alpha.

Daring Robbery at Russell's Hotel.—About three o'clock, yesterday afternoon, a daring robbery was committed at the above hotel, the particulars of which are as follow:—After dinner, Mr George F. Pope, who is, we understand, connected with the house, on repairing to his room, No. 3, on the first landing adjoining the hall, was surprised to find the door securely fastened, and thinking that one of the maids was probably inside arranging the room, he proceeded a few paces along the hall to ascertain whether such was the case. Having rung the bell of the servants' apartment, he turned towards the hall window facing Colborne-street, and beheld a respectably-dressed individual entering the hall through the window. Mr Pope immediately seized him and called for assistance and the police having been sent for, the intruder was conveyed to the station, where he was searched, and a sum of money belonging to Mr Pope was found on his person, together with a number of skeleton keys, and other implements of the burglar's trade. On an examination of the premises, it appears that, on being disturbed at his operations in the room by the appearance of Mr Pope, the prisoner had endeavored to escape by scrambling from one window to the other—a distance of about six or eight feet—by aid of the projecting brick-work and the cornice over the street door, when he was fortunately secured as described. He gives his name as Harvey Brown.—*Colonist*, 21st.

Arrival of the Steamer "Napoleon III."—The first of the two magnificent steamers built by Messrs. Napier & Sons for Mr Baby, on the part of the Government of this province, the Napoleon III, Captain Crawford, arrived here yesterday evening at 5 o'clock.—On her appearance in the harbor she was saluted by the Doris, and the idea for a while prevailed that she was a ship of war.—The Napoleon III, intended to be employed in towing vessels "from the Island of Anticosti to Quebec," is of 730 tons burthen, 150 horse power, 170 feet length of keel, 30 feet breadth of beam, and her depth of hold is 17½ feet. She has very lofty masts, is schooner rigged, and has two chimnies. A finer looking craft we have seldom looked upon. Her cabins are splendidly fitted up. Capt. Crawford reports that after having been at Havre and taken on board five lanterns, &c., for the light-house in the Straits of Belle Isle, and Gulf of St. Lawrence, he went to Cork, in Ireland, which port the Napoleon III left on the 5th instant. The passage to Belle Isle Island was made in 8½ days. There Captain Crawford landed light-house materials, and afterwards went to Forteau, and also left lamps and other etceteras. Next the Napoleon III called at the west end of Anticosti and left the materials for the different light-houses on the Island. He left also mechanics at all these stations to erect lanterns and do whatever else was required. On Sunday, at 9 in the evening, the Royal Mail Steamship Indian, homeward bound, was passed on the north side of Anticosti; and Captain Crawford reports having seen a considerable number of inward-bound vessels.—*Quebec Chronicle.*

The Cork (Ireland) Examiner, of August 3rd, states that the crops throughout that extensive district are advancing towards maturity with a rapidity almost unprecedented, and that a few weeks continuance of the present fine weather would see the farmer commence his harvest operations:—"A gentleman who is directly connected with the agricultural interest, and has an intimate acquaintance with a vast portion of this and the adjoining county of Kerry, has informed us that, since Saturday last, the crops had progressed toward maturity at a rate that he believed would, under ordinary circumstances, require three weeks to accomplish. The corn crops of every description continue to present the most healthy and luxuriant appearance, firm in stalk and full in the ear; but in some few instances we have heard of the partial appearance of blight among the potatoes. In the neighborhood of Kinsale, and in some parts of the contiguous coast, it is stated to have made its appearance; but even in these cases the ground is expected to yield more than an average crop, owing to the abundance of the produce and the comparatively small extent to which the blight has appeared. Our reports from the eastern part of the country, from Fermoy, Lismore, Mallow, Kanturk, and the intermediate districts, represent the plant as vigorous and healthy, free from any appearance of disease, and promising an early and abundant supply. With the singular uncertainty that marks the progress of this mysterious disease, we understand that the potatoes at present grown on the Little Island, in the neighborhood of this city, are perfectly free from disease, though in former years they were the first that were attacked, and among those that suffered most severely. It may be reasonably anticipated that even a brief continuance of the present weather will prove an efficient agent in arresting the progress of the disease in the isolated localities in which it has appeared by stimulating the plant into an early and vigorous maturity, that may defy the efforts of its dangerous enemy."

An Act worthy of Record.—In alluding to the departure of the ship Elvira Owens, for Liberia, in which the Rev. John Seys went out as general superintendent, the Richmond Enquirer says:—Mr James Kelly, of Lancaster County, by his will emancipated forty-four slaves, all he had, and provided for them a handsome outfit for Liberia. Forty-two of these emancipated slaves went out in the Elvira Owens, which sailed from Hampden Roads on the 13th of July. After supplying them with farming implements, household furniture, and paying for the passage of each, and their support for six months after their arrival in Africa, the executors of Mr Kelly's estate divided among them a sum amounting to between seven and eight thousand dollars. This is indeed a noble act, and a worthy example to rich planters.

Up or Down.—On going on board a Mississippi steamboat the other day, Mr Jones met Mr Smith "Which way are you going, Smith—up or down?" "That depends on circumstances. If I sleep over the boiler, up—if in the cabin, down."

A Practical Joke—Arrest upon Suspicion of Murder.—Quite an excitement was created at the Rochester depot on Saturday evening, on the arrival of the Niagara Falls train, by the arrest of two men, one of which was suspected of having committed a murder in Onondaga county a year or two since. Two men were coming down on the train, when some person pointed one of them out to Conductor Carpenter as the brother-in-law of the man who committed the murder referred to, and it was suspected that the man in his company was the murderer himself, whose name is McLane. A Syracuse police officer happened to be in town, and upon his evidence that the man in custody was not McLane, the man was discharged. The joke is, that the two men who were arrested, and who are both residents of Onondaga county, were themselves watching the *very individual* who pointed *them* out—he having run away from Syracuse some time since for being engaged in a swindling insurance company, and had actually insured a building for the very man whom he insinuated was the murderer.—*Rome Sentinel.*

The Fly Catcher.—The last Yankee invention is a patent fly-trap, got up by a couple of that ilk, and which is "all that the most fastidious could desire." It is a wire cage about a foot square, with a revolving cylinder covered with cloth, on which a little molasses is rubbed as a bait. The flies (like poor humans, intent on the present good without a thought for the future,) light upon the cylinder, which, moving by a species of clock work slowly carries them under and up into a trap from which there is no escape, where thousands of them are soon collected and disposed of. It is a very ingenious affair and will prove highly useful.

A good story is told of "Bishop," who was sent down to New York with one of these machines, as a "specimen number." A butcher was very desirous he should sel it agoing in his shop, and in course of half an hour something less than a peck of of flies had been "hived" The butcher was pleased, but concluded as his flies were "all trapped," he didn't want the machine. "Very well," said Bishop, "I'm a Yankee, and I won't be mean, and as you don't want my trap, I won't take any advantage of you by carrying off your flies," and drawing the slide he liberated the whole swarm about the butcher's ears, and beat a retreat under cover of a little the loudest buzzing ever heard in hat vicinity.—[New Haven Register.

The Great Comet of 1556.—If the accounts from Limerick are to be credited, the marvellous comet of 1556, after an absence of just three centuries, has made its predicted reappearance in the south of Ireland. The *Observer* of the 2nd, says: "A gentleman of the highest respectability has just informed us that he saw last night, for the third time, what appears from his description to be the long expected comet of 1556, the re-appearance of which this year has been so long foretold; astronomers, however, guarding their calculations by the proviso, that a difference of three years might possibly occur, although there was every reason to expect that the great comet, which takes three centuries to complete its orbit, would be visible about the month of August, 1856. Our informant thus describes the object which attracted his attention for the first time last Wednesday night:—He was standing near the salmon weir, on the platform before the mills of Coabally, about half-past 10 o'clock, when his attention was attracted by what appeared to be a fire rising on the top of Keeper mountain, due east of his position. He remarked the object to a gentleman who was with him, but, as the fire rose and cleared the top of the mountain, his friend suggested that it must be a lantern suspended to a kite. It had then the appearance of a globe of fire as large as a good-sized orange, with a broad tail of light extending about 19 inches from the body. The two gentlemen watched it for an hour, and the watchman on the weir observed it also. On Thursday night they all saw it again. It rose a few moments later presenting the same appearance, and was high in the heavens at 11½ o'clock, when they went home. At that hour one of the gentlemen pointed it out to his sister. Last night, from the same place, the same persons again saw it rise about 20 minutes before 11 o'clock, and then it first occurred to one of them (our informant) that it might be a comet. He ceased to watch it about midnight, but the watchman observed it up to half-past one o'clock this morning. It did not seem so large as on the previous nights, but still far exceeded the most brilliant form in which the planet Jupiter has ever been beheld. As the greatest comet on record is really due about this time, and as the extreme sultriness of the weather would seem to warrant the belief that such a celestial visitor is near at hand, we shall be glad to hear if any other persons have observed the appearance which has thrice risen upon our astonished friends."

LAYING OF A SUBMARINE CABLE.

Boston, Wednesday, Aug. 20, 1856.

The Submarine Telegraph Cable from the Great Point of Nantucket, to Monomby Point, Cape Cod—a distance of fourteen miles, was successfully laid yesterday by the steamer Telegraph, under the superintendence of S. C. Bishop, esq., of New York. It will be in working order in two or three days.

Richardson, Spence & Co.'s Circular.

Per Africa] Liverpool, Friday, Aug. 8.

The arrivals of Breadstuffs continue on a liberal scale; Farmers' deliveries of wheat, for the week ending last Saturday, were 81,172 quarters at 77s 10d, against 90,758 quarters at 78s 2d in the corresponding week of last year.

On Tuesday we reported, per Baltic, a decline of 6d a 9d per bushel on wheat, with very irregular prices, in some cases 1s a 1s 3d per bus. reduction was taken. At our market to-day sellers appeared to have recovered from their fright, and with a fair demand for good wheat prices were more regular, and for such 3d a 6d advance was made on the forced sales of Tuesday. The bulk of the samples offered are inferior, and at present there is no sale for them. A parcel of very fine new white American, by steamer from New York, sold at 10s 6d per 70 lb.

There was no change in Flour; the hot weather having heated or soured the largest portion of the stock. A few speculative purchases were made of Indian Corn, which is firm. The quotations are: Flour—Philadelphia 29sa30s; Baltimore, 30sa31s 6d; Ohio, 33sa34s per barrel. Wheat—Red, 8s 3da9s 3d; White, 9s 3da10s 3d per 70 lbs. Indian Corn—Mixed and Yellow, 29sa29s 3d; White, 31sa31s 6d per 480 lbs. The weather continues hot and oppressive, rapidly forcing wheat to maturity. In the South and East harvest has commenced, and everywhere the prospects are encouraging for large crops. There are some reports of disease in the potatoes, but so far the damage is trifling. Barley is a small crop, and Turnips a poor one; this should increase the consumption of Indian Corn for feeding stock.

Beef.—The demand is rather better, with sales to a moderate extent at 80s for secondary, and 117s 6d a 120s for first qualities.

Pork.—The business done is small, but at a reduction sales could be readily made.

Bacon—Continues dull, without change in price; a better demand is anticipated.

Lard has advanced to 70s per cwt., at which 20 tons have been sold.

Tallow in good demand at an advance of 1s a 1s 6d per cwt. Butchers' Association 54s a 55s.

Rosin—Slow, at 4s 5d a 4s 9d per cwt.

Bark—In demand at 12s a 12s 6d per cwt for Philadelphia.

Cotton—The market opened with a good demand and steady prices, but the free supply of Cotton offering and the good accounts of the growing crops seem to have checked the eagerness of buyers, and the market closed dull, with some little irregularity in prices. Business continues good in Manchester. Middling Orleans, 6¾d.; Mobile, 6¼d; Uplands, 6¼d. per lb.