G. T. R. TIME-TABLE.

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

EXPRESS TRAINS GOING WEST.

Arrive at.....6:15 p.m. and 4:00 a.m.
Depart at.....6:35 p.m. and 4:00 a.m.
Local Train arrives at 10:00 p.m.; depart at 6:45 a.m.

EXPRESS TRAINS GOING EAST.

Arrive at.....1:50 p.m. and 1:40 a.m.
Depart at.....1:50 p.m. and 1:40 a.m.
Local Train arrives at 8:15 a.m.; depart at 6:15 a.m.

Post Office Time Table.

MAILS GOING EAST

By Day Express Train close at 12:40 p.m.; Arrive at 1:50 p.m.
By Night Express Train close at 9 p.m.; Arrive at 6:00 a.m.

GOING WEST

By Day Express Train close at 3:20 p.m.; Arrive at 4:00 p.m.
By Night Express Train close at 9 p.m.; Arrive at 6:00 a.m.

FOR UNITED STATES

Via Cape Vincent, close at 1 p.m. daily, and arrive at 7:30 a.m.

BRITISH MAILS

Per Cunard Line, will be closed every Monday at 1 p.m.
Bremen Line, every Tuesday at 1 p.m.
Per Canadian Line, every Friday at noon.

[Papers and Letters should be marked for the Line on which they are intended to be forwarded.]

To Advertisers.

All Contract Advertisements, that is Advertisements not charged full Tariff rate, are payable in Cash.

THE DOMINION OF CANADA.

The Daily British Whig.

"Optimus per Orbem Dicor."

WEDNESDAY MORNING, NOV. 4, 1868.

LETTERS AND TELEGRAMS.—R. H. S., Montreal (2); T. M., Hamilton; C. S., Montreal.

The Drummond Mines.

The News of Montreal contains a long and interesting account of the Celebration of the opening of the Drummond Mines of Nova Scotia. From which we clip the following:—

With the present plant and machinery, the Drummond mine capable of turning out, carrying to seaboard and shipping, as before stated, 1,500 tons a day—but before long, it is confidently hoped, that quantity will be doubled. Already large shipments are being made to New York, Boston and Portland, also to Quebec and Montreal, and before the close of navigation it is probable that many thousand tons will have found customers. As it can be laid down at all those ports cheaper than Scotch steam coal, while it is superior in quality, there seems reason to believe that the demand will in a short period necessitate an extension of the works. Besides which, there is no reason to doubt that a very considerable trade will spring up with West Indian and South American ports.

It seems incomprehensible that the attention of the British Admiralty has not, ere this, been drawn to the advantageous offered by the Nova Scotia coal fields for supplying the requirements of the North American and West Indian fleet. At present Welsh steam coal is supplied to the various ships at an average cost of $8 a ton, while steam coal of a quality equally good, if not superior, can be furnished by the Intercolonial Company for less than one-half that sum! Comment is superfluous. Mr. Seeley, or some other naval reformer anxious to make capital with the British public, may profitably enquire next session whether "My Lords" have looked into the question, and he may further point out that in addition to cheapness, it will be found most convenient, particularly in time of war, to rely on the Nova Scotia coal. The Inman Steamers believe, pay a similar rate for their steam coal, likewise imported from Wales; but the Messrs. Allen, better informed, draw their annual supply for this side of the water.—They have just ordered a thousand tons, a sample of the Drummond coal, to be shipped to Portland for their Steamships. The great advantage enjoyed by the Intercolonial Company, and one which must permanently have weight, is that at comparatively trifling cost, they have opened up a seam of coal, of surpassing richness and capable of being worked successfully at a comparatively small outlay of capital. It is exceedingly rare to find a seam of such thickness and quality at any depth, but almost unexampled to find it cropping up within a few feet of this surface, as this does. Nothing is more common than to find shafts sunk for 900 or 1000 feet though overlying strata before coal is reached at all, and the cost of a single shaft and fitting up the required machinery for raising coal, and works often exceeds largely the total outlay of the Intercolonial Company, on all its works, the comparative cost of mining and raising a ton of coal, being also vastly greater at those enormous depths.

*** The manager of the Drummond mine is a brother to our esteemed friend, Major Drummond, of this city.

The News accused the British Whig of silliness in representing the newly elected Member for Frontenac as personally unpopular in the County—as a member of the Legislature. Hear this sapient journalist:

"The Kingston News, on the subject of dear wood, says all kinds of fuel are increasing in value with amazing rapidity, and the question is becoming of interest to every tax-payer. There is nothing at this moment so sure as that a cheap wooden railway pushed into the interior of Loughborough would supply the city for many years to come with cordwood at a reasonable rate, while it would at once double the value of every acre within ten miles of its route."

Now, it so happens that the country between Kingston and Loughborough is a series of hills and deep valleys, across which no Railroad, wooden or iron, could possibly be built except at an immense expense, utterly beyond the means of anybody hereabouts. A similar thing was mooted thirty-five years ago by the late Hon. John Macaulay, in an endeavor to bring hither the waters of Loughborough Lake for hydraulic purposes, but it ended in a fizzle; for after employing the late Civil Engineer, Mr. Mill's, and a party of Chain Bearers, the cost of the Canal was estimated at nearly half a million of dollars, and everybody laughed. So would their descendants laugh at the estimates of a Railroad.

Hudson's Bay Territory.

A Cable Telegram says that the British Government has refused to recognize the rights claimed by the Hudson's Bay Company over the territory between Canada and the Pacific coast. We presume that this statement has some reference to the result of the negotiations which have been in progress between the Imperial Government and the delegates from Canada, Sir George E. Cartier and Mr. Macdougall. We do not, however, understand from it that the denial of the company's claims extends over the whole territory—the part covered by the Company's charter as well as the other territory which has been in the occupation of the Company under lease; and until more definite information is received it is difficult to say what has really been done. If the delegates have prevailed upon the British Government to disallow all the claims of the Company, their mission has been attended with a larger degree of success than was even hoped for by the public.—Leader.

Customs Regulations.

DRAWBACKS ON GOODS.

The following Customs Regulations are published in Saturday's official Gazette:—

Regulations for the appointment of sufferance wharves and warehouses, at which goods arriving by vessels in transit to other ports, or confined to certain days of departure, may be landed, and afterwards stored by entry.

Masters of vessels arriving at St. John, N. B., bound for Fredericton, are to report at the office of the Collector of Customs before proceeding up, and take on board an authorised officer, to remain on board until the vessel reaches Fredericton. The penalty for not doing so is $4.00.

The following order appears, being additional regulation respecting drawbacks claimed on goods under 10th sec. cap. 44 31st Vic.:

Goods having been entered for duty, and having passed into the hands of importers in cases where said goods are found not to be goods ordered, notice of such fact may be given to the Collector of Customs at the port of entry within one month of date of such entry—accompanied with leave to return the said goods to the same place and party where and from whom the same were purchased, and that duties paid thereon should be refunded, whereupon the Collector having verified the statement of the importer, and ascertained that the package to be exported is a whole package, and that its contents are the same as originally entered for duty, shall report the same to the Department, and the Minister of Customs shall thereupon issue an order to the Collector to refund the duties when there is due proof of exportation, provided that in one month from date of such order, it shall be void and of no effect.

Farming in the West.

SOMETHING FOR FORTUNE HUNTERS TO PONDER OVER.

A Woodstock paper—the Carleton Sentinel—gives some accounts of the experience of a young New Brunswicker, who went to seek his fortune in the West—one of the young men whose loss to his native Province the anti-union papers have been mourning. The Sentinel says:

"A young man who emigrated from New Brunswick to the Western States for the purpose of cultivating a farm in the Dominions of Uncle Sam, after having travelled through Wisconsin and Illinois, and having sought in vain a favorable location, has returned to his home a wiser and more contented man. He reports that he would not accept the best prairie farm in either of those states as a gift, and be obliged to settle down upon it; that the cost of fencing and building is heavier than the price of the land; that the inhabitants, many of them, are clothed in rags, since sheep raising is an impossibility, the wolves having a peculiar fancy for the "mutton." He says there is many a man living there as farmer's drudge who has seen better days—nearer the rising sun, and who would gladly return could he obtain the means of so doing."

The Sentinel comments in this strain:

"The word of this young man is thoroughly reliable, and it would be well our young men should make a note of it. Depend upon it, there are worse places than New Brunswick, for although we have to contend with winter's tedious and severe, experience, which is the best reasoner, teaches us that to every industrious settler in New Brunswick there is a respectable livelihood and not unfrequently a competency; and if there be poverty in the wilderness of New Brunswick as there is in every country, it is generally, directly or indirectly, the result of intemperance or laziness, the canker worms of all industry. But let soberly steady the brain and hand and honesty impel the heart, then depend upon it our farmers, even in the remotest settlements, are prosperous and well-to-do.

The experience of this New Brunswicker is the experience of many throughout the Dominion. There are thousands of persons in Ontario alone who have tried their fortunes in the Western States and have returned to their own country, satisfied that to steady, industrious men it affords as fair opportunities as do the most favoured sections of the neighboring country. There are excellent farming lands in every Province in the Dominion, and the labours of the intelligent, practical farmer are more sure of their reward than are the exertions of persons engaged in any other calling. When we get the vast regions of North west opened for settlement, we shall be able to add prarie lands in abundance to our resources, and to supply the one thing lacking to render the variety of farming lands in the Dominion complete. We have now as fine wooded lands as any in the world, and then we shall be able to suit the tastes of these who prefer, as thousands do, to settle on prairie lands.—Globe.

HALIFAX.

ARREST FOR EMBEZZLEMENT—AN INTERESTING CASE.

Halifax, Oct. 31.

An able letter appears in the Reporter concerning a case that came recently before Judge Wilkes, involving a question of great interest.

Two men have been arrested on board the English steamer on a charge of embezzlement transmitted through the Atlantic Cable. A motion for their discharge was made on the ground that there was no commitment or warrant of any judicial officer authorizing their imprisonment. The Attorney General appeared for the Crown, and admitted that there was no statute in England or Nova Scotia that would legalize one under a telegram. Judge Wilkes admitted it was a new and delicate matter, and, on consulting the Chief Justice, the decision was that the prisoners should be remanded upon an affidavit by the City Marshal of the reception of the telegram, the prisoners to remain in jail till the arrival of the next mail steamer from England.

The general impression here is that detention is not legal in such circumstances.

OTTAWA.

Intercolonial Route.

Ottawa, Nov. 2.

The Privy Council sat this afternoon and had the location of the Intercolonial railway under consideration. It is expected that no change will be made from the Robinson line in the route in New Brunswick.

The Civil Service employees were on hand at half-past nine, sharp, this morning, in compliance with an Order in Council to have their names signed in a book left for that purpose.

The Nova Scotia contributions have been drawn by the agent at St. Paul, and the provisions purchased, to be forwarded to Fort Abercrombie before the winter sets in. They are to be placed at the disposal of the Episcopal Bishop, Machray, the Roman Catholic Bishop, Tache, and the Presbyterian clergyman, (Rev. John Black) Red River.

Appointment.

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA.

Ottawa, 20th October, 1868.

His Excellency the Governor-General has been pleased to make the following appointment, viz:

The Hon William Henry Draper, C.B., late Chief-Justice of Upper Canada, to be the Presiding Judge of the Court of Error and Appeal for Upper Canada, now the Province of Ontario.

Halloween at Montreal.

The Annual Festival of All Hallowe'en, given by the Caledonians of Montreal, was a great success. In the course of the evening an address and certificate of honorary membership was presented to Kennedy, the Scottish vocalist; also a magnificent gold medal valued at $100. On the front is the coat of arms of Montreal, beautifully engraved, and inside five excellent photographs of Burns, Hogg, Campbell, Walter Scott and Kennedy. On the reverse the inscription: "Presented to D. Kennedy, Esq., Scottish vocalist, by the Caledonian Society of Montreal, in admiration of his brilliant talents and loyal hearted patriotism. Halloween, 1868."

Mr. A. A. Stevenson read the address, which recounted Mr. K's. unprecedented success on this continent as a singer, his extraordinary gifts and his unobtrusive manner. Mr. Kennedy briefly and feelingly returned his thanks. He had never experienced a higher honor or a sweeter joy than in the reception of this testimonial.

Miss Kennedy was presented with a handsome gold locket and chain.

Forty poems were received by the Society; the one which received the first first prize, $50, was won by "Maggie," entitled, "The Dominion of Canada our home; ubi, libertas ibi patria." And the second prize, $30, by "Jennie Matloe," "Ready aye Ready." The second was by far the best composition. The utmost feeling was manifested by the audience when the verses following were read:—

But here the night a triple cord
O' love has bound us a' thegether;
Canadians a' both great a' sma',
In simmer or in winter weather;
Celt, Saxon, Scot, one common spot
Does our united homage claim;
Through good an' ill we're brithers still,
For Canada's our Hame!

Ah! wad that he were here the night,
Whase tongue was like a faerie lute?
But vain the wish! Matloe, thy night
Lies low in death, thy voice is mute.
He's gone, the noblest o' us a',
Aboon a' care o' wardly lame;
An' wha' sae proud as he to ca'
Our Canada his Hame?

The gentle maple weeps an' waves
Aboon our patriot statesman's head,
But if we prize the light he gave,
We'll bury feuds of race and creed;
For this he wrought, for this he died,
An' for the luve we bear his name,
Let's live as brithers, side by side,
In Canada our Hame.

The officers of the 78th Highlanders presented Mr. Kennedy, on Monday evening, at their mess, with a magnificent and costly cup of solid gold, and Miss Kennedy with a handsome brooch.

Loss of the Propeller Congress.

HAZARDOUS LANDING OF THE CREW—THE VESSEL BURNED—A FATIGUING JOURNEY.

The propeller Congress, owned and commanded by Capt. Hentig, and bound from Buffalo to Chicago, was wrecked and burned on the 25th inst., on North Point reef, Lake Huron, while a very heavy sea was running. The propeller was loaded with a cargo of salt and apples in the hold, and with railroad iron, stoves, and other merchandize on deck. She at once commenced to pound heavily, and it was found impossible to lighten her in time to prevent her going to pieces, the sea beating against her with great force. The only course remaining was to scuttle her, which was effected by letting water in through the sea-cock. The captain and crew, embracing 11 persons, started for the shore, two miles distant, in the life boat and small boat, and effected a safe landing, though the life boat was twice filled with water, and constant bailing was required in the other. The party found some fishermen's huts on the beach, and had taken up temporary quarters for an hour or so in a shanty, when they were alarmed by some fishermen running in crying that the vessel was on fire. She was on fire about amidships, and the conflagration rapidly spread until the whole vessel was burned to the water's edge. She became a total loss, though the engine and railroad iron will likely be recovered. As no such calamity as this had been anticipated, the captain and crew had left all their clothing on board, and not a thing was saved except the books and papers. Capt. Hentig and his crew were then compelled to walk to Alpena, a distance of 16 miles, through rain and over a country an utter wilderness, and through which no road had ever been opened, and the captain describes the march as one of the most painful he ever underwent. At Alpena, where they arrived late October 27, a tug was procured, and on the 28th the wreck was visited. She was found broken in two, and it was at once evident that nothing could then be done either for vessel or cargo. The loss is $30,000. Insurance, $20,000.

American Telegrams.

THE ELECTIONS—GRANT LEADING.

New York, Nov. 3.

Election pools sold at the Astor House at these rates:—On the general result of the election, $1,000 to $50, on Grant. That Pennsylvania gives ten thousand Republican majority, $100 to $40. That Grant carries New York, $500 to $400. That Ohio gives ten thousand Republican, $100 to $20. That the democrats do not get sixty thousand majority in this city on the Presidential ticket, $100 to $75.

General Grant will not resign until the day of his inauguration if elected, when he will have the opportunity to nominate Lieutenant General Sherman to succeed him.

New York, Nov. 3

The election is proceeding very quietly both in Brooklyn and this city with much celerity. A large number of arrests for illegal voting have been made. The Secretary of War has authorized Governor Fenton to use the troops on Governor's Island in case of riots.

Philadelphia, Nov. 3.

The election is progressing quietly. No trouble anticipated. At 10 a.m. the vote in Tenth Ward showed a majority for Grant for 833. Up to the same time in October, the Republican majority only was 607.

Life in the South.

KU KLUX KLAN.

St. Louis, Oct. 30.

The Democrat has the following from Little Rock, Arkansas:—

On the 24th inst., while Capt. Willis, Bureau Agent, Capt. Porter Andrews, Capt. Prosser and Sheriff Rundle, were en route to Racy Comfort, they were fired upon by the Ku Klux. Capts. Andrews and Willis were killed, and the sheriff was badly wounded. Two negroes in the vicinity were subsequently killed.

A MODEL VOTE OF THANKS.—The silly practice of voting thanks to retiring public officials, no matter what may have been the character of their services, received a severe blow the other day on the retirement of the outgoing Lord Mayor of London. The customary vote of thanks was proposed by a member of the Common Council in a very unusual manner. Instead of enumerating the merits of the outgoing Mayor, he paraded a long catalogue of his sins, and then proposed the vote of thanks in spite of them! The Mayor, it was asserted, was guilty of discourtesy, of 'political idiosyncrasies,' of 'beggarly hospitality,' had scrobbishly refused to preside at a public charitable dinner because the tickets were too cheap, and committed many other offences of a similar character. On the whole the retiring Mayor must have had a very unpleasant time listening to the Councilman's speech, and can hardly have felt compensated by getting his vote of thanks by a small majority. If this is to be the order of things on occasions of this kind, votes of thanks will probably soon be at a discount.

Treaty with Indians

ADMIRABLE ARRANGEMENT.

Washington, Nov 2.

The President has proclaimed a treaty with the Sioux and Fuses of the Mississippi, by which they cede to the United States all their lands in return for which ample compensation is made, and a tract of land set aside in the Indian country south of the Kansas, for their future home.

New Brunswick

Mr. John Ferris, M. P., is lying at Indiantown, seriously ill of rheumatic fever.

Messrs. Annand and McInnes of Nova Scotia have been in St. John, and left for Prince Edward.

MISS RYE'S WOMEN.—The London letter of a contemporary contains the following paragraph in relation to Miss Rye's speculation. The 'workhouse' idea is not confined exclusively to Canadian writers. We hope, however, with the writer of the letter in question, that the discussion may have the effect of stopping 'guardians of workhouses' from repeating tricks:

"Miss Rye is going to take out another batch of young women to your side, and the subscriptions for the purpose are pouring in freely. The news that some of the girls of the former cargo have not turned out as well as was anticipated, has not discouraged her. It is unfortunate that the guardians of the workhouses inveriably try to rid themselves of the most notorious and refractory girls they possess by palming them off on Miss Rye. The late agitation, however, may stop this proceeding, but it will fairly account for the partial failure of the venture."

Remember you can buy Ready-made Clothing cheaper than the cheapest Tailoring Establishments in the City at GREENFIELD'S Liverpool House.

ITEMS OF NEWS.

CANADIAN.

Alderman McCready of Montreal having become insolvent, has been obliged to retire from the Council.

The subscription to the Red River sufferers in Montreal progresses slowly. Among the names the Mayor's appears for $10; what generosity!

The banquet to Mr. Brydges, which is to be one of the most magnificant affairs ever given in Montreal is to be attended by the Governor Gen. and Lieutenant-Governors of Quebec and Ontario.

A great scare took place in St. Roch's, Quebec, on Monday night, over the rumor of a supposed haunted house. The neighbors armed with bludgeons, revolvers, and guns, surrounded the untenanted house till daybreak, but the ghost did not come.

The Quebec Bank declares a dividend of 4 per cent. on the stock for the current half year.

Lake St. Charles is said to be frozen over fit for skating.

Benjamin Lees, an old British soldier who fought in the battle of Waterloo and passed through the Peninsular campaign, has died at the residence of his son in Sandwich, aged 78 years.

Mr. Kenneth McKenzie, Q. C., of Toronto, is appointed to conduct the Crown business at the Essex Assizes, which open at Sandwich on the 10th prox. The Belle River murder case will come up for trial.

Justice John Wilson, at the recent Assizes in Hamilton, gave the County Judge quite a reprimand for accepting straw bail for a man who had committed forgery. The judge could give a little of the same advice to other officials which might have a beneficial effect.

Auditor-General Langton publishes the following notice in the Gazette:—The provisional license No. 26, to transact insurance business in Canada pending an examination of the special terms of its charter granted to the London Assurance Corporation, of the 1st day of August last, is extended for three months from 1st November next.

FOREIGN.

A letter from Pau says that Queen Isabella has been requested by the Emperor and Empress to occupy the palace as long as she thinks proper.

The more that is known of the harvest in Britain the more it is seen to be greatly above an average, as much above as last last year's was below. The average yield is 32 bushels per acre.

The manufacture of the new Atlantic Cable to be laid from Brest to New York is progressing rapidly. It will be somewhat thicker and stronger than the present cables, with shore ends of the same character. The Great Eastern will be ready to start with it towards the end of June next, under the command of Sir James Anderson.

A duel, having a fatal result, has taken place at Lorrach, in the Grand Duchy of Baden. The adversaries were a Russian Count and a Frenchman; the weapons were pistols. At the first fire the Count was hit. The seconds placed him in a carriage, called a surgeon, and immediately went off to avoid arrest. The wounded man is since dead. The cause of the quarrel is not known, nor have the names of the combatants been ascertained.

UNITED STATES.

Mr. A. T. Stewart's income is $10,000 per day, yet the poor gentleman gives fourteen hours out of every twenty four to looking after business matters.

A German mechanic of New York, has just invented a sounding board which solves the long sought problem of the prolongation of sound in the piano.

A man and his wife who live in a tenement house in Springfield, Mass., have not spoken to each other for several years. It is merely to see who will hold out longest. When the man wants to say anything to his wife he addresses his remarks to their little son, who also acts as the medium through which the wife communicates with her husband.

The oddities of American editors are as great as those of politicians and religionists. The Louisville Democrat proclaims in its head lines that "a rattling, rousing, steaming, golden, glorious Democratic triumph" has been gained in Kentucky, which illustrates "the advantage of consolidated, united, starving, old-fashioned, unadulterated, Democratic principles."

The following is a nice bit of scandal from Vermont: A husband and wife and their hired man recently rode to St. Johnsbury, Vt., where, while the husband was settling the lawyer's fees for a divorce from his wife on a charge of adultery, she and the hired man were being married. The first pair had eight children, the youngest only three weeks old, and the whole affair was so scandalous that the indignant neighbours compelled the newly married pair to leave for more congenial quarters.

TRAVELLERS.—Travellers are always liable to sudden attacks of dysentery and cholera morbus, and these occurring when absent from home are very unpleasant. Perry Davis' Vegetable Pain Killer may always be relied upon in such cases. As soon as you feel the symptoms, take one teaspoonful in a gill of new milk and molasses, and a gill of hot water. Stir well together and drink hot. The effect is almost magical, the cure certain.

SUPPRESSION OF THE JESUITS IN SPAIN.—The Junta, considering all religious communities and associations to be contrary to liberty, proposes the extinction of those which have been established since 1835, and the abolition of all their privileges, as a measure urgently necessary for the safety of the state. It further proposes that the members of the other religious corporations should be empowered to declare themselves free. The Minister of Justice has issued a decree suppressing the Society of the Jesuits throughout Spain and the Spanish islands, ordering that its colleges and institutions be closed within three days, and declaring its moveable and immoveable property to belong to the State.

MODERN SUPERSTITION.—A Paris editor travelling in the provincial cities of France writes to his paper: It is high time to force upon Frenchmen elementary education. It must be obligatory, or I do not know to what degree of fanaticism and ignorance our population will reach. I have seen Fetamp. In this place after they have talked of no fish, of herrings, and other material subjects, they inform travellers of their good fortune in possessing a glove impregnated with the blood of our Saviour. I asked them how they came in possession of such a precious relic. They related that one of the disciples, Joseph of Arimathea, was in the habit of wearing gloves, and had the presence of mind to dip it in the blood of Christ. On his death bed he gave it to his nephew Isaac, who, in order to save it from the searches of the Romans, concealed it in a leaden box, and placed into the trunk of a fig-tree, which he threw into the sea. The winds pushed the trunk to the coast of France, where children found it. They carried it to their father, who was going to burn it as ordinary wood, but an explosion took place, and a pilgrim who was passing exclaimed, 'This stump contains the precious blood of Christ and it must be preserved.' An angel, six feet six inches high, appeared, took out the glove, and deposited it upon the altar of the church. Two proprietors of the shore lots have competing signs, claiming to be the true spot where the stump landed. They sell miraculous water from a spring near by, and draw from the sum much larger yearly sums than the best of any wine-growing property in the neighborhood. It is stated that more than twenty thousand believers in the healing virtues of the glove and water visit the place every summer."

Wreck of the Milwaukie.

ASHORE AMONG THE BREAKERS.

A correspondent writes concerning the wreck of this fine steamer:—

I visited Grand Haven, Michigan, the scene of the disastrous wreck of the steamer Milwaukie, and saw a portion of the wreck of the boat, her after half, which remains stranded on a sand-bar, just at the mouth of the Haven, where she struck. She had broken completely in half, and her engines still remained in the half left. The Milwaukie is, or was one of the line of boats which run between Grand Haven and Milwaukie, in connection with the Detroit and Milwaukie Railway. On Friday morning, when the Milwaukie was entering the Haven, the storm which had been raging all night redoubled its fury; but notwithstanding it was thought no difficulty would be experienced in entering, when she struck on a bar (which had been formed during the night) with a tremendous concussion, which caused every timber in her to shiver. About a hundred passengers were on board, and you can fancy better than I can describe the confusion which ensued. They rushed on deck and found her drifting towards the shores—broadside, and a heavy sea rushing madly shorewards between her and the land. She was now unmanageable, having broken her steam pipe; and shortly afterwards grounded. The news spread to the Haven, and a tug was sent to her rescue, but so heavy was the sea that she could not get near her; and the Milwaukee remained in the same position from 9 o'clock in the morning until half-past 2 p.m. Then she commenced breaking up, and after a great amount of work and danger all her valuable freight of human life were safely landed. Very little of her cargo or passengers' baggage was saved. She was valued at $120,000, and insured for $80,000. This adds one more to the great list of Lake disasters which have occurred this season; but happily this time no lives were lost.

NEW INSOLVENTS.—Chauncy King, Morris; John McNaughton, Grey; W. P. McGuirk, Montreal; James Hill, Indiana; Samuel Wait, Haldimand; Lawrence Cramer, Whitby; Robt. Aikins, Seymour; Jas. O'Malley, Knowlton; Walter Rose, Toronto; R. & W. P. Standish, Montreal; P. Martin & Co., St. Placide; Geo. Vasper, Stephen; William C. Robertson, Mount Brydges; Nathan Boster, Brockville; Arbuckle & Bruce, Montreal; L. P. Culloden, Goderich; Joseph Forteous, Ottawa; Albert W. Baxter, Lyn; Jos. Lagarde, Montreal; Fermin Naubert, Clarence; Bowin & Chaignean, Coaticooke; William Merryfield, Woodstock.

TURNED TAIL ON THE FENIANS.—The Irish People, a New York paper, published in the interests of the Fenian Brotherhood, laments the fact that "treacherous intriguers and fraudulent mountebanks" have reduced the once powerful fraternity to its present state of weakness, and calls upon Roberts, Meehan, O'Neill & Co., to reveal what they did with "the million and a half of dollars out of which they swindled their victims from the winter of 1866 to the spring of 1867." Fenianism from first to last was a huge swindle, designed not to do any good to Ireland, but to enrich a set of scoundrels at the expense of Irish Americans. We fancy that the Irish People for once speaks the truth when it states that the organization is reduced to the "last stage of exhaustion and impotence."

If you want a Suit of Fine Black Cloth, a Good Serviceable Suit, or a Good Overcoat, any of which will be lower than the lowest, go to GREENFIELD'S before purchasing elsewhere.

COMMERCE AND MARINE.

Kingston Money Market.

Nov. 3rd, 1868.

The Brokers of Ontario St. report—
Silver buying at 3¼ discount.
" selling at 3 discount.
Greenbacks. Bills 74c. Silver 76c.
Gold in New York at 3 o'clock, 133½.
Sterling exchange at New York 9½.

Current Prices of Grain.

Nov. 3rd, 1868.

The Grain Buyers of Ontario Street report:—

Fall Wheat,	0 00 to 0 00	per Bushel.
Spring do.,	1 08 to 1 11	" "
Rye,	0 78 to 0 00	" "
Barley,	1 10 to 1 20	" "
Peas,	0 90 to 0 93	" "
Oats,	0 45 to 0 50	" "
Buckwheat,	0 50 to 0 00	" "

Montreal Markets—Yesterday

Flour—Super Extra, 0,00 to 0,00; Extra, 5 60 to 6,65; Fancy, 5,60 to 5,65; Welland Canal Super, 5,30 to 5,35 Super No. 1 Canada wheat, 5,30 to 5,35; Super No. 1 Western wheat, 5,30 to 5,50; Super No. 2 Western wheat, 4,80 to 5,00; bag flour, 2,50 to 2,60. Wheat—Canada fall, 1,20 to 1,22½; Spring, 1,19 to 1,20; Western, 1,12½ to 1,14. Oats—per 32 lbs, 47 to 49. Barley—per 48 lbs, 1,30 to 1,40. Butter—Dairy, 22 to 24c; store-packed, 20 to 22c. Ashes—pots, 5,90 to 5,95; pearls 5,55 to 0,00. Gold in New York at 12 o'clock 133½. Pork, Mess 24,00 to 24,50; Prime mess, 00,00 to 00,00. Prime, 17,00 to 17,50. Peas, per 66 lbs 0,97 to 0,98. Rye Flour, 0,00 to 0,00

Flour—receipts liberal; market quiet but firm at yesterday's rates. Grain—wheat unchanged; no sales reported. Peas dull and drooping. Oats firm, 48 to 50. Provisions—pork dull and drooping. Butter—good demand. Ashes unchanged.

Customs Imports.

Nov. 3.

Str Watertown, Cape Vincent—1 a machine, 1 barrel, Hratan & Davis; 1 box oysters, R Town; 1 bx, 1 brl oysters, S H Blondheim; 1 box, R Walker; 1 box, Moore & Skinner; 11 pkgs, Express Co.

Chicago Markets.

Chicago, Nov. 2.

Flour steady and in fair demand; spring extra $5 75 to $6 50. Wheat less active and advanced ½c to 1c; sales No. 1 at $1 18; $1 20; No. 2 quiet and steady at 114—since Chicago 117. Corn dull, but firm, and advanced 2c to 3c; sales No. 1 at 60c; No. 2 72c to 73c; rejected 73c to 75. Oats firm, but less active, and advanced 1c to 1½c; sales No. 1 at 45½c. Rye firm, but quiet, advanced ½c to 1c; No. 1 at $1 09. Barley active and declined 4c to 5c; sales at $1 51c. Mess Pork nominal; new $25; old $26 50 to $26 75. Lard nominal at 16c. Live hogs quiet, but firm. Freights dull and unchanged.

Port of Kingston.

Nov. 3.

INWARDS.—Prop Brantford, Toronto to Montreal, gen cargo; str Osprey, St Catharines to Montreal, do; schr Mary, Port Stanley, 14,730 bush peas, J H Henderson & Co; schr New Dominion, do, 43 m staves, Chaffey & Bros; schr Bermuda, do, 8,191 bush wheat, J H Henderson & Co; tug Ellis, Lachine, barges in tow; schr Agnew, Quebec, 200 tons coal for Toronto, 500 bags salt, J Carruthers & Co; str Mary Ann, Ottawa, 750 bush potatoes, A M Brown, besides gen cargo; schr Sweepstakes, Hamilton, 12,950 bush peas, J Henderson & Co; scow Hemlock, Smith's Falls, cargo of lumber, Calvin & Breck; schr Anna Craig, Hamilton, 6,500 feet square timber, 10,000 W I staves, do; brig Sir C Napier, Port Dalhousie, 3,125 bbls flour, J H Henderson & Co; str St. Helen, Trenton, gen cargo for Montreal; str Rochester, Belleville to Oswego, gen cargo; schr Morning Star, Oakville, 2,894 bush peas, Glassford, Jones & Co; str Corinthian, Hamilton to Montreal, gen cargo; prop East, Montreal to Chicago, gen cargo.

OUTWARDS.—Schr W John, Brighton, no cargo; barge Newboro, Edwardsburg, 10,250 bush corn, Montreal Transportation Co; barge Crosby, Prescott, 5,900 bush corn, 65,000 shingles, do; schr Mary, Port Stanley, rh ballast; schr Gazelle, Brockville, no cargo; barque Wirralite, Montreal, cargo for Liverpool; schr Morning Star, Milford, no cargo.

Marine Items.

The R. M. str. Corinthian passed down yesterday morning, the Spartan arriving in the evening from Montreal.

The str. St. Helen passed downwards in the morning, and the propeller America, from St. Catharines, downwards in the afternoon. The Rochester, from Belleville, left for Oswego on Monday night.

The water in the St. Lawrence is so low that many mills along the river have been obliged to shut down altogether. The propeller City of London, while entering the lock at Morrisburg on Thursday last, ran aground, owing to her being heavily loaded. Fortunately the Shickluna was on hand, and part of the load was transferred to her deck from that of the "City," and by this means the latter was sufficiently lightened to allow her to float.

The propeller Her Majesty was offered at Toronto on Monday at the upset price of $14,000, being the amount of a mortgage held on her. There being no buyers at anything over that price, the steamer was knocked down to the mortgagee at the upset price.

At Chicago on Thursday last freight got quite an advance. For wheat to Buffalo 10c was received, and on wheat to Kingston 15½c. For wheat to Oswego from Milwaukie 17c was received. Engagement at Chicago to Kingston—Schooner Pandora, wheat at 15½c.

The following vessels, among others, passed through the Welland Canal on Monday:—

Schooners Mephic, Vermillion to Montreal, grind stones; Denmark, Toledo to Kingston, timber; M. L. Breck, Toledo to Kingston, lumber; S. H. Lathrop, Toledo to Ogdensburg, lumber; Andrews, Chicago to Maitland, corn.

Propellers Georgian, Montreal to Port Stanley, general cargo; City of London, Montreal to Port Stanley, general cargo.

Schooners Geo. Worthington, Ogdensburg to Cleveland, iron ore; W. G. Grant, Cape Vincent to Cleveland, light.

The following vessels passed through yesterday, (Tuesday):—

Barque Mary Jane, Kingston, Chicago, salt; barque R Gaskin, Kingston, light; schr Mary Taylor, Kingston, Erie, pig iron; schr South West, Kingston, Chicago, pig iron; schr Minnie Ha Ha, Ogdensburgh, Erie, iron; schr Russia, Port Stanley, Kingston, peas; W D Allan, Chicago, Ogdensburg, corn; brig H Roney, Toledo, Kingston, timber.

The Globe says:

The water in the lake and river has seldom before been so low as at present. Freight steamers have lately been obliged to come up and go down light loaded. This is severely felt by the forwarders who depend in a great measure on a good fall business to make up for the losses incurred on the light loads which have to be carried throughout the summer season. In the Morrisburg canal the water is just now particularly low. The steamer Huron, on her last trip up, although only drawing 8 feet 6 inches, was 30 hours making her way through that canal, which is only 3 or 4 miles long, and last Friday the propeller Acadia, bound for the Bruce Mines, although before entering the canal she had lightened over 100 tons of freight, was compelled, in order to get through, to lighten a further quantity of 60 tons. While aground she, of course, completely interrupted smaller vessels from passing.

The Gales.

CASUALITIES ON LAKES ERIE AND MICHIGAN.

The following reports of recent disasters have come to hand:

The schooner James Naragh, with 16,000 bushels of wheat, went ashore at Twin River Point, on Lake Michigan, on Saturday last. A despatch states that the schooner is a perfect wreck, and that the crew, with the exception of the cook, were saved. The Naragh was insured for $10,000. She was owned by Dunn & Cummings. She was bound from Milwaukee to Oswego, and was consigned to C. C. Morton, Oswego.

The schooner Burlington, which left Hamilton on Friday night, foundered during Saturday, about four miles from shore between Grimsby and Beamsville, and sunk in deep water. The Burlington was owned and sailed by Capt. Wm. Dalmage. He had no insurance. She had on board a cargo of 5,400 bushels of white wheat. The wheat was insured for $7,200. The vessel and cargo, of course, are a total loss.

The schooner Scandinavian, bound from Chicago to Oswego with 12,000 bushels wheat, went ashore about ten miles above Port Rowan, on Saturday. The vessel sank in twelve feet of water, and is a total wreck. The crew and the Captain's wife took to the rigging and remained there until 10 a.m. on Sunday, when they were rescued in an exhausted condition.

The following is telegraphed from Port Colborne under date of Monday:—

The Captain of the Grace Whitney reports passing a sunken vessel, off Fort Burwell, on Sunday morning early. There was no one at the mast-head, but the Whitney could render no assistance, owing to the gale and high sea.

The captain of the "Mountaineer" reports seeing a large black barque, supposed to be loaded with lumber, water-logged, about forty miles southwest of Long Point. There were four or five men on the quarter-deck. He tried to come two boats to get them off, but could do nothing as the sea was so high. He did not see the sunken vessel but the crew said she was close on her. The propeller City of Buffalo was up too, but there was no sign of her.

The capsize of schooner Light Guard reports seeing two barges, the Empire and Cleveland, loaded with lumber, water-logged in the middle of the lake. There were no persons on her. It is supposed they were taken off by the tug which had them in tow.

Captains say that on Friday night and Saturday they had the heaviest weather that ever experienced.

The brig H. Rosey, of Kingston arrived with the entire board and top-sail gone. The schooner Anoskeag lost her jib.

The 'Caroline,' of Cobourg, lost her foresail. She saw a large barque run under Long Island with all her canvas gone.

Several other vessels which arrived yesterday and to-day were damaged more or less.

Despatches from Buffalo announce the advent, on Friday, of some forty vessels in the bay, driven there by stress of weather, all of them having lost spars, anchors, or canvas, among which are the following: Barque Tamar, with loss of jibs, jibboom, and squaresail, and in a leaky condition; the schooner Grey Eagle lost her large anchor and a portion of cable; the barque City of Milwaukie had her topsail and windlass carried away; the barque Excelsior lost her small anchor; the schooner Philo Scovill lost her j