Travelling Directory.

G. T. R. TIME-TABLE.

Trains arrive and depart from the Kingston Station as follows —

GOING WEST.

	Arrive.	Depart.
No. 2 Express	3:30 p.m.	3:50 p.m.
" 4 "	3:55 a.m.	4:00 a.m.
" 6 Mail	2:50 p.m.	3:10 p.m
Accommodation	9:20 a.m.	9:20 a.m

No. 2 Express (the fast train) stops only at Tyendinaga, Belleville, Colborne, Grafton, Coburg, Port Hope, Oshawa, Whitby, between Kingston and Toronto.

GOING EAST.

	Arrive.	Depart.
No. 1 Express	1:05 p.m.	1:25 p.m.
" 3 "	2:20 a.m.	2:25 a.m.
" 5 Mail	1:45 p.m.	2:05 p.m.
Accommodation	5:45 a.m.	6:15 a.m.

No. 1 Express (fast train) stops only at Brockville, Prescott Junction, Dickinson Landing, Cornwall, Vaudreuil, Lachine and Montreal.

Dominion Telegraph Company

Communication East and West.

OFFICE:—Ontario Street, Burnett House Block.

THE DOMINION OF CANADA

The Daily British Whig.

"Opifer per Orbem Dicor."

MONDAY MORNING, OCT. 17, 1870.

REMINDERS.

CITY COUNCIL.—Regular meeting this evening at eight o'clock.

ALL COMERS Rifle Match, at the Ranges, Barriefield Commons, this afternoon at one o'clock.

THE NARROW GUAGE.

At a time when Cheap Railways are about to be built in various parts of Canada, it becomes us all to take into attentive consideration the Guage of the Railways whether wooden or iron. At a meeting of the British Association, held at Liverpool this Autumn, a Mr. R. F. Fairlie, read a Paper on this subject, which at the time elicited much comment for its practical good sense. He points out very lucidly the advantages of the Narrow Guage over the Broad or the Medium sized Guage. A few copies of this Paper were brought over by Mr. Carruthers, who kindly distributed them here, and the consequence is, that Mr. Fairlies' ideas have been, and are considered by all who have in contemplation the building of such Railways in Canada. The Montreal *News* takes the subject up, which we reproduce.

THE THREE FOOT GUAGE.

It is well worthy the consideration of the promoters of the North Shore and the Northern Colonization from Montreal, whether it would not be prudent to study the question of guages under the light which Mr. Fairlie sheds on the subject. He is not only an enthusiast in favor of the three foot guage, but what is much more to the point, he has furnished practical proof of the soundness of his theory, and he has induced even Russia to build a line according to his ideas. We do not for one moment pretend, if it be requisite to maintain a rate of speed such as the English Great Western of forty miles an hour, with the power of increasing that speed to eighty miles, that the Fairlie three foot guage would answer; but if the promoters of the above named roads think that thirty miles an hour would serve all the purposes of anticipated traffic, no good reason can be assigned why the comparatively cheap narrow guage should not be adopted. We are quite sure that the people of St. Jerome would be delighted, could they count on a train which brought them into Montreal in an hour, and the inhabitants of La Chute would compromise for a two hours journey. One would fancy at first sight that the Fairlie three foot guage would involve danger; that there would be constant risk of the trains running off the track, that the centre of gravity would be disturbed at the curves, and an upset the consequence; but experience tells a different tale. The Fairlie three foot guage is as safe as a six foot guage, the difference being that in one case trains can move at a speed of eighty miles an hour, while in the other case the speed is restricted to forty miles an hour. Most of our readers will admit that the difficulty which we encounter is not to decide what description of road we shall have, but whether we shall have any road at all. The cause of our diffidence is that our means are not on a par with our ambition; consequently, if we find a British Engineer telling us that we can build a road for a third less than the ordinary cost of a 4ft. 8in. railway, and if he proves that he has succeeded in establishing the truth of the principle for which he contends in his three foot guage, we should be deficient in common sense if we did not give him a hearing, and if possible profit by his discoveries. What Mr. Fairlie asserts, and what the traffic returns of the United Kingdom prove is, "that every inch added to the width of a guage beyond what is absolutely necessary, adds to the cost of construction, increases the proportion of dead weight, increases the tariff to the public, and by so much reduces the useful effects of railways." Mr. Fairlie further says "that in moderately temperate climates which Canada assuredly is not) guages of two feet six inches will be found ample for any traffic in any part of the world, and will sustain a speed of thirty miles an hour, while three feet is sufficient for either very hot or very cold climates, and will sustain a speed of forty miles an hour. The cost of constructing a railway is in proportion to the width of the guage; thus, if the Northern Colonization set out with the idea of a four foot eight inch guage the difference in cost would be as fifty-six to thirty-six. In other words a hundred miles of four foot eight inch guage at the Canada Central price of $30,000 per mile, would cost $3,000,000 against $2,000,000 for the three foot guage. We could build a railway 120 miles long, from Montreal to Hull, of the three foot guage for $1,600,000, while a four-foot-eight inch guage would cost $2,400,000. The advantage of the narrow guage is not confined to the original cost. The dead weight of the trucks would be one third less, and the consumption of fuel and the wear and tare of the rails correspondingly diminished. We have money enough with a million dollars voted by the city of Montreal and the votes of the municipalities, including Ottawa and Pontiac, to build an iron road on Mr. Fairlie's plan, equal to a speed of forty miles an hour between this city and Hull.

The votes will cover the cost of construction; we shall not be driven to financing or railway loans on top of municipal votes. We shall build a perfect road, able to meet all the traffic, and we shall have a reasonable chance of earning decent dividends. If the Corporation of Montreal are resolved to vote a million, they most certainly would have the largest stake in the enterprise, and ought to assume a leading control. They should constitute themselves the guardians of the municipal votes along the route and supervise the contracts. With the Montreal vote and the aid of the municipalities, there would be abundant funds to construct a road on Mr. Fairlie's plan, and we must not forget that the Quebec Government has so liberally subsidized the Northern road that means are at command to give St. Jerome railway communication. We attach much importance to the suggestion of Mr. Fairlie, and we recommend the Corporation to place themselves in communication with Mr. Charles Legge, C. E., 146 St. James street, who can supply all needful information touching the important matter of guages.

In addition to what the *News* says we extract further from Mr. Fairlie's Paper itself:—

It is known and everywhere admitted that the proportion of non-paying to paying weight in passenger trains is as much as 28 to 1, and in goods trains, exclusive of minerals, as much as 7 to 1. This terrible disproportion is partly due to the system of management pursued; but in a far greater degree to the guage. The dead weight of trains conveying either passengers or goods is in direct proportion to the guage on which they run; or, in other words, the proportion of non-paying to paying weight (as far as this is independent of management) is increased exactly as the rails are farther apart, because a ton of materials disposed upon a narrow guage is stronger as regards its carrying power than the same weight when spread out over a wider basis. In proof of this proposition I need only cite the case of the Festiniog Railway, with its guage of 1 foot 11½ inches. The waggons used upon it for carrying timber weigh only 1½ cwt., and they frequently carry a load of over 3½ tons at a speed of twelve miles an hour. In other words, these waggons carry as much as six times their own weight, whilst the best waggons on the English narrow guage do not carry as much as twice their own weight.

PRISON DIRECTION—NO. 3.

To the Editor of the British Whig.

SIR,—In my last letter I referred to the fact that the Prison Act now in force not only confers undue powers on the Directors, but is so clumsily framed as to set the duties of the Warden and Directors in direct antagonism to each other. Section 3 gives the Directors "The control and *management* of all the Penitentiaries in Canada." Section 7 says "The Directors shall be responsible for the system of discipline and *management* pursued in the several Penitentiaries." Again, Section 39 makes the Warden "The chief executive officer," while going back to Sect. 8 we find that "The Directors shall have power, and it shall be their duty to make rules and regulations for the *Management*, Discipline and Police of the Penitentiaries, and for the duties and conduct of the Wardens thereof" * * * which "The *Warden* and every other servant in or about the same shall be bound to obey," (right or wrong?) although they (the Directors) shall have no *direct* executive power in the *administration* or conduct in the affairs of those institutions!"

Now it must be evident to any one possessing the slightest modicum of common sense tha the traditional, Philadelphia lawyer is eminently wanted here; and it is questionable whether even *he* would not turn away in disgust, when required to reconcile the practical working of this incongruous heap of rubbish. But the Act good or bad, is of small account, so long as the Directors take little pains to abide by it; do they possess a copy of it, or if they do, is the schoolmaster abroad? What does one Director care for the statute? Not a whit, so long as he can in defiance of it go about the country, buying (in his own way) linen, (?) padlocks, lamp chimneys, reflectors, &c., &c., which the Institution, it appears, *must* receive, because forsooth he bought them even although it can easily be proved that they were bought at a price which could not be maintained. This purchasing by the Directors involves a very dangerous principle, and the law should therefore be enforced to prevent it.

Again, there is no provision in the Act for travelling expenses, and according to it the Directors have no right to a penny. This amongst other things is a hidden matter, and it is only right that we should be informed on what conditions and on what principle those travelling expenses are paid, otherwise the money drawn on this score has a right to be refunded.

By Sect. 8, Rules and Regulations are provided for, but those, although they in many instances supercede the statute, only require to be submitted to the Governor in Council, before being acted on by the Directors, thus ignoring the Commons of Canada, which could never have been intended by the Government, being at utter variance with free institutions. Any Act which admits such a principle, unless under the most urgent circumstances, and in accordance with well understood rules, must be BAD. The Commons of this country are not just yet prepared to relinquish, or even delegate the powers of parliament.

OBSERVER.

Kingston, Oct. 15th, 1870.

THE BAZAAR.—The St. Andrew's Bazaar closed on Friday evening, when there was an extremely large attendance, giving the City Hall a very unusual attraction. Sales and raffles were very numerous, and a large sum of money was taken in for the benevolent object. The total receipts show the Bazaar to have been unprecedentedly successful. On Friday evening, the Rev. Mr. Inglis, the esteemed pastor, was presented with an elegant dressing gown by his congregation, and Mr. Inglis was at the same time asked to accept a very handsomely worked chair.

BARLEY.—On Saturday there was another barley rush. The market opened at 80c and fell to 77c to the astonishment and disappointment of the farmers. The crowds on the grain merchants was so great that all the waggon loads had not been taken into store at five o'clock.

A STARTLING ADVENTURE.

The Captain and eighteen of the crew of the Alban ship pencles have arrived at St. John's N.F. In the great storm of the 12th the Pericles turned keel up, and having lost her masts she again righted, half filled with water. The Captain and crew lashed themselves as best they could to the poop, whence six of the poor fellows were washed off; the survivors were rescued by an American schooner.

Toronto, after making investigation in Montreal and the States as to the working of the telegraph fire alarm system, is about to establish one of her own.

WAR NEWS.

Prussian Defeat Before Paris.

THEY ARE DRIVEN OUT OF THEIR POSITIONS.

Bravery of Pontifical Zouaves.

PRUSSIAN MOVEMENTS.

London, Oct. 14.

The land around Port Mont du Valerien was regarded as the garden spot of Paris.

London Oct. 14.

The courts martial in the Prussian line makes short work of deserters. Prince Frederick Charles occupies the house of the Prince of Moskowa. The royal headquarters are at the west of the beleaguered city and those of the Crown Prince to the east.

London, Oct. 14.

The story that the Prussian government proposes a retrocession of Nice and Savoy to Italy is authoritatively denied.

Brussels, Oct. 14.

Belgium renews her Corps of Observation on the border as Prussia designs besieging the towns on the north-eastern part of France. The recall into service of a portion of the militia is without belligerent significance. It was merely the result of a new distribution of forces.

The rumoured proposal of Count Bismarck to reconstruct the holy alliance is regarded here as false and absurd.

A Carlsruhe letter of the 5th to the *Times* says republicanism finds little favour in Prussia and the Northern States of Germany, but it is otherwise in the South, where the police are openly watching every movement of its friends.

London, Oct. 14.

Wooden huts for the troops are arriving at the Prussian position before Metz.

The French General Le Boeuf is in Metz and has a command under Bazaine. The dysentery, scurvy, bronchitis and other diseases are prevalent in the city.

The Prussians report a mutiny imminent among the French troops at Metz.

Tours, Oct. 14.

A despatch from the Sub-Prefect of Pont Lefque, dated Wednesday, fully confirms the successful sortie by Bazaine. At the same time Gen. Canrobert made a successful sortie on the left bank of the Meuse.

Advices from Metz show that the Prussians occupy a cordon of villages around the city, but hold no position within a distance of twenty kilometres of the fortifications.

London, Oct. 14.

The Prussian Government have ordered an appraisement of the damage done to private property in Strasbourg evidently with the intention of putting the amount in the bill of indemnity against France. The *Oete Gazette* says that Stettin has been ordered to furnish a minute of the war contributions levied by the French early in this century, probably for the same purpose. No mention has yet been made of the damage to be claimed for the execution of Conrad Von Hohenstein.

London, Oct. 14.

One of the gunners on the Paris fortifications has particularly distinguished himself by the great accuracy with which he points his gun. He has thus far frustrated all the efforts of the Prussians to construct offensive works within the range of his gun. He is an Alsatian named Christian. The Prussians have not yet been able to plant a single battery near enough to disturb any part of Paris.

A steady fire has recently been maintained from forts Mont du Valerien and D'Issy. The Prussians have been compelled to retreat from the fire of these forts beyond the plateau of Meudon and St. Cloud.

London, Oct. 14.

Advices from Tours say that the terrible artillery fire of Fort Du Mont Valerien has literally swept the country round about for a circuit of sixty kilometres. The Prussian works have been destroyed. All the batteries that the Prussians have sought to erect against Mont Valerien have been annihilated. The chateau of Meudon has also been destroyed. The Prussian engineers have been driven from Clamart, Meudon and Mont Retout. Villejuit and Cacham have both been recovered by the French. On the north Prussians have been driven back as far as Deuil and Benneil. The entire peninsula around Gennevilliers has been freed from the Prussians by several strong cavalry reconnoissances and is now in French hands again. On the east of Paris a lively cannonade has been maintained towards Bondy. The Prussians have also been driven from Champigny, more than three miles from Vincennes. The Prussian circle around Paris is therefore expanding daily instead of contracting, and the Parisians are greatly encouraged.

Marseilles, Oct. 13, *via* Berlin—The French have shelled and wantonly fired the palace of St. Cloud. Ten French battalions made a sortie from Paris to day. They were easily repulsed by the 2nd Bavarian corps, which lost only 19 men.

London, Oct. 14.

Military movements of late in the Prussian camps and within the walls of Paris indicate that a great event is imminent.

Count de Chambord has issued a patriotic address to the Pontifical Zouaves, who participated in the battle of Orleans a few days ago. They fought magnificently.

Five thousand Prussian troops are before New Brisach and the investment of the town is vigorous and complete.

Epernay, Oct. 14.

There are 1,500 Prussians in hospital here. Many die daily.

Marseilles, Oct. 13.

A decree suspends the *Gazette du Midi*. Canzio, son-in-law of Garibaldi, has arrived. Mr. Esquiros decrees that the congregation of Jesuits of Marseilles be dissolved. The fathers will be expelled within three days, but will be conducted to the frontier. Their properties will be sequestered provisionally.

Tours, Oct. 14.

Minister Gambetta has issued the following proclamation to the inhabitants of Tours:—"I announce to you with inexpressible satisfaction that on the 12th instant more than ever the heroic people of Paris growing impatient behind their ramparts, determined to march forward against the enemy. Here is the bulletin of their first victory:—on the entire zone around the city the Prussians have been driven out of all the positions they had been occupying for three weeks. Towards St. Denis they have been driven away beyond Stains, Pierrafitte and Dugny. On the east side, Joinville, Creteil, Bembigny and the Plateau of Arson have been recaptured. They have been reinforced from Lebes, Meudon and St. Cloud, and thrown back on Versailles. The enemy knows what a people will do who are determined to save their constitution and their honour. I invite the provinces to do their duty as Paris has done here. *Vive Paris! Vive la France! Vive la Republique!*"

Tours, Oct. 14.

The General commanding the 15th corps makes the following report:—

"La Ferte St. Aubin, Oct. 13.—Yesterday the enemy continued to advance towards Orleans. Our troops who were on the road to Paris and had taken part the day before in the battle at Athenay, gave way. A brigade of the 3rd division who tried to oppose the enemy's advance, being constantly opposed by forces more numerous and a superior artillery, had to fall back on Orleans, disputing the ground foot by foot. I was obliged, in order to check the enemy's progress, to go forward personally with the battalions of the reserve belonging to the second division. The enemy was checked for three hours, but at last we were broken and overcome by their shells. After very sharp fighting, which does honor to our army, I determined to evacuate Orleans and withdraw to the left bank of the Loire. Our retreat which was not molested, was effected with coolness and in good order."

Reliable information has been received from Lyons showing that that city is amply prepared to resist any force. The heights have been strongly fortified. Entrenched camps have been constructed and heavy guns placed in position. The entire population is armed and drilling day and night. Large numbers of Mobiles and francs tireurs have reached Lyons. There are troops enough there now for an army and may be easily organized. All symptoms of disorder have disappeared, and throughout the south of France the situation is now accepted uncomplainingly.

As the departments of the Old Provinces of Normandy are without money the authorities are issuing a small paper currency of small denominations.

London, Oct. 14.

Advices from Rouen to yesterday announce that the Prussians have captured Bruteuil. The Mobiles repulsed the first attack, but the Germans came up a second time with reinforcements.

Menotti Garibaldi has arrived at Marseilles on his way to Paris. All lines of communication to the west ward from Tours are still open.

Each canton of France has been required to furnish a battalion of soldiers for the national defence. The total number of cantons is about 2,850.

Details of the fight before St. Quentin furnish a story of French heroism. The Prussians had not returned to make a second effort to capture the town as threatened. There is violent resistance in all the French channel ports to the shipment of food in any form.

The French fortresses on the Belgian frontier — Mezieres, Manchey, Bocroy, Valenceinn, Lille, &c., — all are fully prepared for a siege. The bombardment of the first named is imminent. The commander of Cambray and Land revies has given orders for the the inundation of the surrounding country as a means of defence.

The postal system of Alsace and Lorraine has been completely reorganized.

London, Oct. 14.

A detachment of 3,000 Germans under the command of Prince Albert, with artillery, have marched on Paris, making exhausting requisitions on the way.

Tours, Oct 14.

Minister Gambetta works constantly with the military chief. His first object is the organization of the armed forces. When that has been accomplished he will turn his attention to political matters.

The Government has issued a proclamation to the people of the provinces showing how the enemy treat the population of the territory they occupy. It charges that they first buy, then take, and finally pillage.

The patriotic uprising in Brittany is wonderful. Thousands of men led by the Tireurs crowd the railway stations on the way to Tours to obtain arms.

St. Quentin, Oct. 13.

The Prussians have commenced to bombard Soissons. A force of Prussians seven thousand strong is at Epinal. Ten thousand full of German troops have passed the Meuse going to Paris.

London, Oct. 15.

A deserter from Metz reports that bread and salt are entirely exhausted, though there is an apparent plenty of other provisions.

Ten trains of cars carrying Prussians to the camp before Paris have crossed the Moselle. The Prusrians occupy the heights at Soissons, and have fortified them. The town is making a gallant resistance. The Prussians are in force at Meung, with several batteries of artillery. The Prussian reserves on the Rhine are moving northward from Breisach and Schelestadt.

A despatch from the Hague says great agitation prevails upon the discovery that the King was about to declare war with Prussia. There was a row in the Cabinet. The King was told that he must not take the initiative. The Crown Prince warned the Ministers if they did not take sides now, Holland would regret her inactivity. The Cabinet appealed to the people. Petitions from all parts in favor of giving the States General the right to declare war, calmed down the bellicose feeling of King William. The population side with the Crown Prince.

London, Oct. 14.

By a balloon that left Paris on the 10th are advices that the city is amply supplied with provisions for three months. An official decree postpones the payment of rent for three months. The fire from Fort Mont Valerien makes dreadful havoc among the Prussians, continually breaking their circle.

The News.

Garibaldi made his escape from Caprera in a fishing smack.

The Cambria beat the Sappho in a race 50 miles to windward.

All vessels arriving at ports in the United kingdom report exceedingly heavy weather.

The story that the British Government intends to declare war against China is contradicted.

The Atlantic Cable service is said to be much disorganized by the recent heavy storms about the British coast.

The contract of marriage between the Princess Louise and the Marquis of Lorne is confirmed.

The French war vessels have captured 32 ships since the commencement of the war.

There have been heavy floods in the factory districts of Lancashire; the land telegraphs in Ireland have been prostrated.

New York, Oct. 15.

The race between the Dauntless and Cambria, twenty miles to windward and return, to-day, was won by the Dauntless by 14 minutes, though the Cambria at one time had a lead of three miles. The wind was light.

Liverpool, Oct. 15.

The steamship India landed 260 Papal Zouaves at this port yesterday, from Genoa. Most of them are Canadians, and will be cared for by local committees, until Wednesday, when they will be sent to their homes.

London, Oct. 15.

A dreadful accident occurred at Mitchell's shipyard, Newcastle on Tyne, yesterday. A large iron vessel in course of construction suddenly fell over, crushing the workmen. Six bodies are recovered and six others are visible but not yet accessible. Besides these, at least thirty were seriously injured.

ATTEMPT TO BURN A SHIP.—An exchange gives the following account of a most extraordinary attempt to burn a ship from Montreal and Quebec, and the suicide of the would-be incendiary: "The barque 'Lebanon,' arrived at Newport from Quebec, had a narrow escape from being destroyed by fire on the homeward voyage. On the evening of August 18, when the ship was three days out from Quebec, the captain saw a great quantity of smoke and flame issuing from the cabin skylight and doors, and at the same time the steward rush out through the skylight, he being the only person in the cabin at the time. After great exertions the captain and chief officer succeeded in subduing the flames, just as one of the sails and a portion of the deck cargo commenced to burn. The captain accused the steward of setting the ship on fire, and locked him in his room. On the second day he managed to escape, jumped overboard and was drowned, though every means were taken to save him."

A BRAVE LADY.

HOW HER ATTACK A HOUSE—A LADY DRIVES THEM OFF.

[*London Free Press.*]

The latest instance of feminine heroism comes to us from Port Stanley, and none will read the story without awarding to the heroine the fullest meed of appreciation of her brave spirited conduct, which would cause many of the stronger sex to hide their heads in shame.

It seems that a number of reckless young men of the neighborhood were on their way out of the village at the hour of two o'clock a few mornings ago, when one of them, named Rolph, sought admittance to the house of Mr. John Bostwick, Mr. Bostwick was away from home at the time; and the house was occupied only by his daughter and two sons, both very young in years. Upon hearing the knock and call from without, Miss Bostwick got up and inquired who it was. The party refused to tell, but put her off with some impudent badinage. She declined to open the door, or hold any communication with them, and when she thought they had gone away, prepared to retire again to her room. It was not long, however, before she heard some one fumbling at one of the windows, to raise it. Miss Bostwick, then expecting a good deal of trouble and feeling the necessity of decisive action, roused herself to the emergency. Seizing a large carving knife she stood by the window threatening, if the cowardly fellow persisted in forcing his way in, to give him the full benefit of the weapon. At the same time she directed one of the boys, to load a shot gun, which was in the house. He did as he was bidden, put in a full charge of powder and shot, but being afraid to use the weapon, Miss Bostwick seized it from him and presented it towards the intruder, still threatening that if he did not go away and cease troubling them, she would fire. Instead of obeying, however, the ruffian got hold of the muzzle of the gun, and tried to pull it from her. A desperate struggle ensued for possession of the gun, the man Rolph standing outside, using his best exertions to obtain it, while the girl as strongly clung to it. In the midst of the excitement Miss Bostwick fired, inflicting very severe wounds in the man's hand and thigh. Had he not been forcing the muzzle of the gun downward at the moment, he would doubtless have received fatal injuries. This put a stop to the affray, and Rolph was borne off in a weakly condition from loss of blood, by his companions. Rolph and his associates have got a lesson they will not soon forget of the folly of their conduct in wantonly disturbing a quiet and inoffensive family at such an hour. Too much credit cannot be given to the heroine in this affair. She acted throughout with a bravery and courage quite remarkable, considering the circumstances. The young man Rolph has been arrested and committed for trial to St. Thomas jail.

"SMASH UP AND CRASH UP."

Between January 1st and the 30th of September, the number of miles run by trains on the Grand Trunk Railway was 3,600,000 against 3,350,000 last year; the carmileage was 46,000,000 against 41,000,000 for the same period in 1869. The fatal accidents in all have been seventeen. Of these, nine occurred to persons walking on the track, four from persons riding on the platform of the cars against the rules of the company, one from a passenger trying to get on the train when it was in motion, one from a child falling between the cars, one from a man falling in front of the engine, and one from a horse backing up against the train. Not a single death has occurred in consequence of any accident to a train, or from any cause over which the officials of the company had control. Where is the line of railroad that can show a clearer record than this, and how does it accord with the *Globe's* "smash up and crash up" story?—*Ottawa Times.*

A MOST UNFORTUNATE FELLOW.—In the police court at Chicago, a wife thus ingeniously explained away serious charges of harsh treatment of her poor husband. One day when she was running across the room with a fork in her hand, he jumped in the way and struck his wrist against the fork, wrenching it from her grip by the tines, which he ran into his wrist. Then he undertook to strike her, but she held up a pan of hot dish-water between them, and he spilt it all over his head. Then he got still more angry at this incident, and started to jump at her, but his head came against her hand and he fell down. She took hold of his hair to raise him up, and the hair was moistened by the hot water, so that it came off. Then she saw it was no use to reason with him any longer, and she left the house.

THE FISHERY QUESTION.

NEGOCIATIONS WITH MR. THORNTON—AN AMICABLE SETTLEMENT PROBABLE.

Washington, Oct. 14

It is understood that Secretary Fish has had several interviews with Mr. Thornton, the British minister, in regard to the late captures of American fishing vessels in Canadian waters. What the nature of the conversations were has not been made known officially, but it is learned in outside quarters that there is a prospect of some amicable settlement being arrived at. The British minister believes with the Dominion authorities that the capture and hauling into Canadian ports of the vessels in question is covered by the law, though the execution of it may not be exactly friendly or well-timed under existing circumstances. The fishing practices of the Americans about the waters of the British provinces are not of recent date. For years they were permitted without interference; and it is only of late that any prohibitions have been enforced. Secretary Fish is understood to have presented the claims of the American fishermen in such a clear and conciliatory manner as to render a hope of speedy redress or rather settlement probable.

OFTEN.—The Boston *Post* talks about "a race of men with cloven feet" in Central Mexico, which is absurd. Men with cloven feet would stand no sort of a chance in a race.—*New York Post*

Didn't you ever hear of people "running like the devil?"—*Boston Post.*

The Fortification Question.

The Montreal *Gazette* is discussing the fortification question, and arrives at the conclusion that $5,000,000 would be badly laid out in constructing a series of forts which would be as expensive as useless. But the *Gazette* thinks that a good deal may be done in the way of defence, yet says:—

"When Canada is attacked at all it will be by an overwhelming force. For every one man of ours there will be ten men of the enemy. Both armies will be armies of militia, and evenly matched therefore."

Hereupon it may be said that, if the force is to be "overwhelming," there is an end of the matter; and if the enemy could put ten men in the field for our one, the armies could not be very evenly matched." It may be all very well to hold Quebec and Halifax for imperial purposes, but the sooner people realise the folly of attempting to set up Canada as a military power the better. Indeed, now that the Fenian leaders have been dealt with by the United States government, and danger from that quarter may be said to be at an end, something like a cool million a year might be saved out of the militia police we have. As to a standing army, expensive fortifications, and all that, the application of the old fable of the frog and the ox is the best commentary that could be made about the wisdom of it.—*London Free Press.*

Canadian.

A Sarnia firm has this season shipped to the United States 100,000 pounds of butter.

Some chap at Petrolia has "struck ile" to the extent of a two hundred barrel well.

Some small-minded rogue is floating counterfeit ten cent pieces of Canadian issue.

The Montreal *Gazette* nominates the *Globe* "the wretched lubmacite of the Canadian press."

The Canadian banks are using their spare cash to good effect in the New York money market just now.

R. Abbot, Port Royal, planted a three-ounce Early Rose potato, and dug sixty-nine pounds. He claims the belt.

A Lacrosse Match, between the Six Nation Indian Club and Maple Leaf Club of Picton, is shortly to be played.

A son of Mr. Baird, dentist, Acton, attempted to jump on an engine going at fifteen miles an hour, fell between the cars and was killed.

The St. Regis Indians played the Six Nation Indians at Cornwall, and won three straight games in 2, 37 and 5 minutes. The latter were now here.

Shameful Sabbath desecration remains unchecked in Montreal. Trapeze and velocipede exhibitions are given every Sunday under protection of the police.

Colonel Chamberlin and the other officers of the Army of Canada, upon whom Her Majesty has been pleased to confer the Companionship of St. Michael and St George, will receive their decorations from the Governor General in Montreal on Tuesday next.

The Fall Assizes have opened at Cornwall. No criminal cases. An assault case involving three lads, derives importance from the fact that their fathers occupy the positions of prominent men in the town, and a political animus is supposed to influence the prosecution.

About seven thousand men are now actually at work upon the Inter colonial Railway. Sections 1, 2 and 5, are nearly finished and will be ready for use in a short time. The action brought against the road arose in consequence of the contractors having removed boulders from off some fields to use in the construction of the line.

The Hon. Mr. Langevin, Minister of Public Works, accompanied by the Hons. Messrs. Tilley and Morris, paid a visit to Bonaventure. They were highly impressed with the importance of that fine harbor and land-locked bay, and its general fitness to become a Harbor of Refuge. The works at the point will start will be let without delay. The probable outlay will be in the neighborhood of $200,000.

BROTHERLY LOVE.

FREEMASONS AND THE WAR.

Writing from Vouziers, a traveling correspondent of the London Daily News says:—

"This present war has been prolific in illustrations of the value of Freemasonary in dangerous emergencies, and the anecdotes are endless of the lives saved by its means. Among the cart loads of wounded of both nations which arrived from Sedan were two men whose consideration for each other was so marked as to occasion inquiry. They wore the Prussian and French uniform respectively, and though neither could understand a word of the other's language they shared their rations and seemed to be interchanging signals of amity all day long. Their story was a very simple one. The Prussian who is an officer, and a man of thirty-five or so, with a stern grave face, and a heavy overhanging moustache had met the Frenchman, who is at least a dozen years his junior, on the battle field, the latter being supported by a couple of comrades. Twice did the wave of conflict bring these men in contact and on the last occasion the Prussian, who was himself badly wounded in the chest, pressed the young Frenchman hard, and had indeed his sword uplifted to administer the coup de grace when the latter, who was faint from the loss of blood made a hasty sign to his victor which caused the latter to stay his hand. Parley was impossible, but from the exigencies of language and the turmoil of battle and besides, both men lost consciousness and fell at each other's side. It turned out that the young Frenchman had been made a Freemason a few months before the outbreak of the war, and that he had instinctively made the sign by means of which members of the fraternity are taught to ask their brethren for help. The Prussian was an old mason who recognised it instantly, and who as instinctively paused, and before there was time for consideration both men fainted away. When consciousness was restored, they found themselves side by side and with the dead and dying round them. By a strange coincidence, their wounds were such that each could give the other some slight relief, and the late enemies employed their weary hours, in which they lay disabled and unattended, in rendering little kindnesses to each other, and in thus cementing the friendship which had begun so strangely. When help came, they petitioned to be permitted to keep together, telling their story with considerable effusiveness to the doctor, who after some time came to them on the field. This gentleman who was not a military surgeon, but a member of the blessed Society which dates from Geneva, raised his hands in pleased astonishment at the tale he heard, and at once showed himself to be a Freemason too; so that three brethren of the mystic tie were to be seen wondering over the strange chance which had thrown them together. I don't profess to be able to explain the particular influence brought into play, or the kind of solace which Freemasons find in each other's company, but it is certain that the wounded men are supremely satisfied at the result, and that their story has given them quite a celebrity among their fellow sufferers.

At Iges, where the French prisoners were placed after the capitulation at Sedan, and where, it is but too true, they were all but starving, some of their number contrived to make it known to their captors that they were Masons, and though this was ineffectual in many instances, the sturdy and uninitiated Prussians laughing the Masonic gestures to scorn, whenever it succeeded the men obtained little comforts which were priceless. A stout trooper was seen handing a warm frize coat to one prisoner, and giving part of his rations to another; and explained his conduct to an inquirer with a sheepish smile, which spoke volumes. "They are my brothers, although I have fought with them, and they are hungry and cold and must be helped.—They would do it for me." These are completely supreme over England and most of America, and all Christendom.

A FENIAN FISHERMAN.

Another United States fishing vessel has been seized under most aggravated circumstances; the Clara F. Friend of Gloucester, Mass., Thomas O'Grady, Master. This schooner had been repeatedly boarded and warned off the inshore fishing grounds at several places near Prince Edwards Island. When last accosted the Master was very insolent, and avowed his intention to "fish just where he had a mind to." Consequently his vessel and cargo of 160 barrels of mackerel were seized forthwith and taken into Charlotte town for condemnation. We cannot have our fish stolen from under our noses, and afford to be bullied into the bargain. Master O'Grady avows himself a Fenian, and will therefore be well defended and kindly cared for at Washington.—*Times.*

War Notes.

Paul de Cassagnac enlisted as a Zouave, fought well, and was taken prisoner at Sedan. He is now employed by his captors in making bread. It is hoped that his bread will be better than his articles.

It is calculated that since the commencement of the war 35,000 foreigners have sought refuge in Brussels. The hotels in that city are crowded, and lodgings can only be obtained with difficulty.

Bismarck has made a rather cruel joke at the cost of the illustrious prisoner of Prussia. "Napoleon is a most polite gentleman," he is supposed to have said; "he was anxious to return the King's visit of '67."

Four foreign newspaper correspondents with the Prussian army unite in a letter to the London Times, contradicting in the most emphatic manner the stories of German barbarity to prisoners and peasants.

In a recent interview Count Bismarck told Mr. Mariel that the Prussians meant to have Metz and Strasbourg, and that until they obtained them they should remain in France. He did not intend to dismantle them, but to make them stronger than they at present are. The French," he said, "will hate us with an undying hate, and we must take care to render this hate powerless."

THE 60th RIFLES.—It is yet undecided whether the 60th Rifles remain in Montreal for the winter or proceed to Quebec. We suspect that the decision of the Home Government will not be known until Gen. Lindsay has reached England, and has an opportunity of communicating with the military authorities. It is no secret that language his sense of the impolicy of withdrawing troops from this stations. He has lived long enough in Canada to become convinced that emergencies may arise when the presence of the regular troops would be requisite. There are indications that the Gladstone Ministry are backing down from their "self reliant" policy, and it is quite possible that the events now in progress on the continent may render it necessary for the British army to be largely augmented and the plan of leaving the Colonies defenceless abandoned.

Kingston Money Market.

Oct. 15

FOLGER BROS., BANKERS, REPORT THE MONEY MARKET AS FOLLOWS:

American Currency buying	87½	Bills.
" selling,	88½	Bills.
Silver buying,	7	Dis.
" selling,	6	"
Gold in New York,	113½	
Sterling Exchange,	8½	

Montreal Stock Markets.

Oct. 14.

The market has been much more animated the past week and very considerable transactions have been made at advance rates in the stocks of most of the leading Banks. There is still a very meagre supply of all classes of Bonds and Debentures, for which the demand continues good.

Bank of Montreal—Has rapidly advanced with sales from 104 and 115 at which latter rate the market closes firm, and with no sellers under 116. Sales have also been made ex-dividend at 107½, 108, 109 and 109½.

Bank of British North America—Continues scarce. Is asked for at 166½.

City Bank—Is dull at 88½ to 89½, the latest transactions being made at 89.

Molson's Bank—Has sold at 102½, which would still be paid. Is held at 103.

Ontario Bank—Sales at 107 and 107½. Is in good demand at the former quotation.

Bank of Toronto—Buyers are offering 148, but sellers hold at 150.

Merchants' Bank—Sales at 115½, 115¾, 115¼ and 116, the latter being the closing buying rates of to-day.

Quebec Bank—Buyers have again advanced their rates, 110 being now offered without inducing transactions.

Royal Canadian Bank—Sellers at 70 and buyers at 69. Latest sales at 69½.

Canadian Bank of Commerce—Is freely offered at 122, which is about 1 per cent above buyers views.

Railway Stocks and Bonds—A week, without a single transaction reported in these securities, has again to be noted.

Montreal Telegraph Company—Has sold to considerable amounts at 200. Is held now at 205 and 202½ would be paid.

Richelieu Navigation Company—In request at 165½. No sellers.

Canadian Navigation Company—Procurable at 104, but buyers rates are not advanced above 101½.

Government Securities—Dominion stock is not offering and 109½ to 110 would now be paid. There are no 6 per cent Debentures in market, and 5 per cent Bonds are offering at 95½ with buyers at 95½.

Sterling Exchange—The lower rates ruling in New York have sensibly affected this market, and bank drafts are now heavy of sale at the outside quotations of 108½ to 108¾. Gold drafts are scarce and will freely bring ¼ premium.

DIED.

At the Rossin House, Toronto, on 13th inst., Dr. A. J. Williamson, of the Education Office, Ontario, aged 24 years.

At Quebec, on the 8th inst, Edward Innis, Esq., aged 78 years.

At Coburg, on the 13th inst., Jeremiah Flynn, aged 47 years.

At Coburg, on the 10th inst., Mary, wife of Thomas Cauley, aged 39 years.

At Coburg, on the 11th inst., John Smith, aged 47 years.

DAIRYMEN, FARMERS AND PORK PACKERS'

Attention is requested to the following assortment of prices and kinds of

SALT, SALT:

SEE OUR PRICES AND KINDS:

Goderich Salt, $1 80 in barrels.
English Liverpool, 85 in bags.
English Salt, 1 50 in barrels.
English Salt, (fine) 1 10 in bags.
Higgins Factory Salt only $1 70 per sack, at

H. MARTIN'S,
163 PRINCESS STREET.

Kingston, Oct. 15th, 1870. 244

TO-DAY.

ALL COMERS' MATCH.

A MATCH open to all Comers will come off at Barriefield Comm