Contract Advertisements will place on bear in mind the low rates charged for this class of Advertisements are conditional on prepayment. When not prepaid, tariff price is charged. This is the only equivalent to Cheap Advertising.

McKENZIE AGENCY.—Mr. Thos. B. S. Kirkpatrick, of the Newspaper and Advertising Agency, No. 104 St. Francois Xavier Street, Montreal, is the authorized agent of the British Whig in that city.

New Advertisements This Day.

Fresh Cod, Haddock and Lobsters.
Prof. Taverner's Readings.
A Small Farm For Sale.
Continued on Friday—Ladies' Bazaar.
Dog Lost—Reward.

THE DOMINION OF CANADA

The Daily British Whig.

Organ per Orbem Dicor.

THURSDAY MORNING, OCT. 28, 1869.

REMINDERS.

SALES, MEETINGS, AMUSEMENTS &c.

CONGREGATION BAZAAR in Ontario Hall this afternoon and evening.

☞ TAX-PAYERS who have not yet paid their CITY TAXES are reminded to do so at once, and save costs.

THE RAILWAY.

Meeting of the Board of Trade.

The views and expressions of the members of the Board of Trade, at the meeting called to receive the report of the delegates appointed to attend the railway meeting held at Madoc, deserve recognition, and are of considerable interest at the present time. We, therefore, append the following report, without apologizing to our readers on account of its length:—

Mr. Cunningham, President of the Board, said that this was a special meeting of the Board of Trade, called for the purpose of receiving the report of the delegates who had attended the railway meeting at Madoc on Wednesday last. Although from the reports of the papers it was understood what the result of that meeting had been, still it was but right that the delegates should have an opportunity of presenting a report at a formal meeting. From the unavoidable absence of the Secretary, the meeting could not be called sooner. Delegates had been present at Madoc from the Counties of Frontenac, Lennox and Addington, from Belleville and other places. The report of their delegates would shew that the meeting at Madoc was unanimous in favor of the proposed road from Kingston. The report which they had drawn up would be read by Mr. Bawden.

Mr. Bawden then read a lengthy report of the meeting at Madoc, stating both the unanimous feeling displayed to have the eastern terminus of any railway which might be built at Kingston.

Mr. Chown wished to know the difference between the two systems of wooden railway spoken of in the report—the Hurlbut and Mr. Foster's.

The President read extracts from a report made on the working of a wooden railway at Clifton, N.Y., on the Hurlbut principle [illegible] Foster's plans. The Hurlbut could be built for $1,500 gold per mile, the latter (claimed to be an improved system) would cost $1,760 a mile, or $1 per yard.

Mr. J. Carruthers moved the adoption of the report.

Mr. Simpson seconded the motion, which was carried.

Mr. Wm. Ford, Jr., then moved the following:—"Resolved, that the Kingston Board of Trade fully recognize the necessity of opening up the country in rear of the city by means of a cheap railway, and regard the present as a most favorable opportunity to carry the project to a successful termination."

Mr. Chown seconded the motion.

Mr. Ford said that all the gentlemen present would admit that something was required to stimulate the business of the city of Kingston, to say the least of it. They were not progressing very fast. They had not been able to extend the trade to the extent the city required. If the railway to Madoc would stimulate business it ought to be supported,—at least after they were informed as to the capability of the country for producing material to give business to the road when built. Not only the city as a city would be benefitted, but every individual in it. He was prepared to do what he could both publicly and privately to aid in accomplishing the desired end.

Mr. G. M. Kinghorn said he had much pleasure in supporting the motion. He did not know of any project which had been brought up for stimulating trade which had taken his fancy so much as this had done. He thought from the economical way in which it was proposed to be built, it could not fail to be a profitable investment, and would pay ample interest on the money paid out. He, however, questioned the correctness of the assumption made in the report as to the Clifton railway in regard to maple. He thought it would not last long, it would soon rot, and it would not broom very much. The Clifton railway had not been long built yet.

Mr. Bawden said that very little was exposed to the action of the weather, and timber, when used with the edge upwards, by means of the friction of wheels was rendered indestructible; besides trains in motion rubbed a quantity of material, which deposited on the surface of the rail, tended to harden it still more, and preserve it.

Mr. Chown was of opinion the present was a feasible plan to benefit Kingston. He had known of parties living starved out of the back parts of the County of Frontenac owing to want of facilities to get to market. In travelling back from Tamworth he had been surprised to see so many houses vacated; the people had got dissatisfied or had got starved out; the land had apparently been left to whoever chose to take it. After the lumberers had gone out the people could not live, being so far from market. Some time ago an attempt had been made to get up a tramway. It was proposed to manufacture blinds, doors and such like at mills in the back country, and bring the stuff thus manufactured to the front, but the attempt had failed. The railway now proposed would tap the colonization roads, which would act as feeders to it. It was very humiliating to go to Napanee, a much smaller place than Kingston, and see the progress there; in fact, a large part of the trade formerly done in Kingston was now being done there. Some of his best customers used to be in the Townships of Camden and Sheffield, but now he hardly ever saw their faces. He had heard it said that there was a better market for grain now in Napanee than here. The farmers went by the back roads from as low down as Loughboro to Napanee, the tolls prevented them coming to Kingston.

Mr. Livingston said he differed from Mr. Chown in regard to the farmers being so poor. At the meeting at Madoc there were a large number of farmers, and he had never seen a more respectable, orderly, and seemingly well-to-do class of men. They came there prepared for business. On going along the road the delegates had counted 62 teams with grain going to Madoc—the horses were good; they passed through a good farming country. If the railway terminus was made at Kingston, all the trade of the fine country stretching to Madoc would come to Kingston. The farmers were all anxious for the railway; they complained bitterly of the Belleville market. He had been told that when farmers went there in the evening the price of grain would be lowered by speculators, and this compelled farmers either to sell at night at a disadvantage, or to wait over night and pay to the tavernkeepers for stabling, and so on, and get a few cents more per bushel for their grain. The farmers were, in fact, determined to sacrifice anything rather than have the railway go to Belleville.

Mr. Chown here explained that he only meant to say that in the back parts of the country people had been starved out. To the front near colonization roads the farmers were better off.

Mr. Simpson wished to know what was the distance between Madoc and Pembroke, or the nearest point on the Ottawa river. His object for asking was to ascertain if they might look forward at no distant time to their reaching the Ottawa, and have its trade contributing to the prosperity of Kingston.

Mr. Chown said that Pembroke he thought the nearest point, but could not say the distance.

Mr. Carruthers said he had no doubt they were aware of his being one of the party of gentlemen who had endeavored to get a charter to run a road by the best way to the north. They were indebted to Mr Hurlbut for the interest he had taken in the matter and for information given. He (Mr. C.) had, along with Mr. Cartwright, Mr. Campbell, Mr. Strange, and Mr. Bawden, formed themselves into a Board of Provisional Directors for the time being. They then employed Mr. Innes to make a careful survey of the proposed route to Loughboro, and see whether it was practicable or not. The Engineer took longer than they expected, consequently it was this spring before they got his report. They calculated to build the road for $3,500 a mile—that was to buy the right of way and build the road twenty miles for $70,000—two engines of 5 or 6 tons each, $11,000—30 trucks $3,750. They thought that surely the corporation would give them the right of way of the streets, and Mr. Cartwright was sure that they would get permission from the Grand Trunk to lay down a third rail, and thus secure the right of way along the wharfs. They, before proceeding further, called upon a good many of the business men to ascertain what support they would give to the undertaking.—Mr. Kinghorn among the rest; but that gentleman would neither countenance or take stock in it; he and a great many others said it would not pay. A great many were of opinion that the scheme was being got up by a lot of speculators merely for their own good. To bring in 70 cords of wood per day would earn, at $1,00 a cord, $21,000 a year. First cost of the wood seven shillings (and there was enough to last for a number of years), 1s. 3d. leading, and 1s. 3d. for discharging—selling the wood at 17s. would leave a profit of $1,50, or $21,000 a year of 300 days only. Take then interest for the money $6,000, for manning the trains $3,200, wear and tear $6,000—altogether $15,200—leaving a balance of nearly $6,000. They had intended, if possible, to get the road built to Sydenham, and then to have asked the merchants to endorse the road, so that a grant could be got from the City of Kingston for extension. But the whole scheme was poohpoohed, and the agitation was dropped. He, as one of the Provisional Directors, had no objections if the route that they had surveyed was of any use to let the now proposed line have the benefit of it. What he wanted was a railway to the back country; but he did not believe they would ever build a road from Kingston to Madoc. He was in favor of going to Sydenham, asking Government for a grant of land, and then go right back to Madawaska, where there was plenty of room for a large population. They could not carry all the lumber that could be cut for a great number of years. Kingston, he thought, could not raise more than $100,000; this would build the road for twenty miles. Where was the money to come from to build further?

Mr. Chown had visited the township to be benefitted by the proposed railway, and found that a great deal of lumber was being taken by the Madawaska and Mississippi rivers to the Ottawa; also from the township of Olden by the Salmon river into Lake Ontario. He did not see how there should be any great difficulty in raising the money for seventy miles of railway, supposing the six or seven townships through which the railway would pass would give $10,000 apiece.

Mr. Livingston did not think there was any prospect of the road going to Belleville, as the route proposed led along the Moira river.

Mr. A. Chown said that one very important thing had been forgotten, viz., Kingston harbor and the facilities it afforded. Mr. Carruthers had also forgot to take into account passenger traffic. He was in favor of the road being built to come in by way of Colinsby, and brought into the city to connect with the Grand Trunk, and have passengers brought into the city instead of being left two miles from the centre of it, as at present.

Mr. Livingston thought it would be better to keep clear of the Grand Trunk altogether; the general feeling was against any connection with that road.

Mr. Carruthers said he was not particular as to what way the road went, only let it be whatever route would most benefit the city.

Mr. Chown said that he had been told by a number of people from Camden that they were willing to give the right of way through their properties, and also give sites for stations free.

The President said that the gentlemen who had projected the roads to the back country deserved a great deal of credit. The road, as now proposed to be built, was 36 miles to Tamworth, and then 24 miles to Madoc. Supposing it to cost 6,000 dollars a mile, would make altogether 360,000 dollars. Madoc and Hungerford would give 10,000 dollars each of a bonus, and, if necessary, 20,000 dollars to secure the road being built. There were seven townships to be benefitted. Supposing each would give 20,000 dollars, would make 140,000 dollars. Kingston 50,000 dollars bonus and 50,000 dollars in stock—240,000 dollars altogether—leaving 120,000 dollars still to be subscribed. It would be very easy to sell 120,000 dollars worth of shares. He himself would not be afraid to take stock in the road. If the Government would not give them aid they could do without it; if aid was given so much the better.

Mr. Kinghorn thought they were a little mistaken as to the length of the road. A friend and himself had been measuring the map, and found it about 100 miles.

The President said the distance, going round by Belleville, was 96 miles, and he thought 70 from Kingston was within the mark.

Mr. Kinghorn here explained why he did not support the scheme first brought out by Mr. Carruthers. He could not see how a road depending altogether on cordwood for its income could pay. This was an entirely different affair; iron ore could be brought to Kingston and vessels ballasted with it instead of going out empty. Kingston was a much better port for the shipment of iron ore than Coburg.

Mr. Carruthers said he would never have allowed his name to go on the prospectus of a railway, designed simply to carry cordwood. He only wished to show the beginning of the road. He, however, was of opinion that iron ore could not be carried from Madoc to Kingston and disposed of at a profit. Those engaged at Marmora wished themselves well out of it. There was only one kind of iron ore which could pay to bring to Kingston.

Mr. Livingston said several specimens of the iron ore from Madoc would be sent down from there in time for the general meeting which it was intended to call on an early day.

Mr. Chown here made a few remarks as to the improved state of the back country from what it had been some years ago.

Mr. Arthur Chown deprecated the idea that no progress had been made in and around Kingston. He had been in the west, and had conversed with parties who had lived west, and he was of opinion that they had progressed much faster here.

Mr. Kinghorn said he had another resolution to put to the meeting, as follows:—

"That the Kingston Board of Trade hails with pleasure the general sentiments in favor of a wooden railway from Madoc to Kingston, founded as it is on a just appreciation of the resources of the country, and of the means necessary for the development, and strongly recommend the project of the railway to the favorable consideration of the inhabitants of Kingston, and to the people of the counties of Frontenac, Lennox, and Addington."

Mr. Irvine seconded the resolution.

Mr. Bawden then made a few remarks in regard to the resources of the country proposed to be tapped by the railway, and as to the quality of the iron ore. Of the iron ore which Mr. Carruthers was of opinion would pay, there was a large deposit, on the property of the Messrs. Wallbridge; and a son of Mr. F. Wallbridge was at present at a mining school in London with the view of having information which would be of use in the development of the mineral resources of North Hastings. If iron ore could be laid down in Kingston at $2,50 a ton it would be readily taken up by Americans. He had heard of a sale of ten thousand tons of iron ore to an American firm by the Messrs. Chaffey, which netted them two thousand dollars. He thought they could lay it down from Madoc at $2,50 a ton. He then went on to speak of the vast resources of the townships through which the proposed railway would pass and expressed himself sanguine as to the success in a monetary point of view which would attend it.

After some further conversation,

Mr. Chown moved that the delegates who had attended the meeting at Madoc be appointed a delegation to attend the meeting of the ratepayers of Kingston to be held on an early day.

Mr. Carruthers seconded the motion, which was carried.

The meeting then broke up.

Prof. Taverner's Readings.

This talented gentleman gave an excellent example of his power and capacity as an elocutionist, in the Lecture Room of the Young Men's Christian Association of St. Andrew's Church on Tuesday evening. The hall, a commodious room capable of accommodating over 250 people, was nearly filled with a most respectable audience, and well were they repaid for braving the weather. The reader was in good condition, and the renderings of the various pieces was most acceptable to the audience. The passages selected were Poe's noble threnode, Senore, which was given with thrilling effect. Then followed a most inimitable reading from Dickens, called Doctor Marigold. The audience was at times convulsed with laughter, and anon almost shedding tears at the broad humor and solemn feeling of the piece, and the reading of it was all that could be desired. Two readings from Shakespeare, the assassination scene in Macbeth, and the first scene of Hamlet, followed, showing in a most satisfactory manner the great power of the reader. We feel sure that all those who heard him will most gladly avail themselves of the last opportunity on Friday evening, and even those who failed to appreciate the gentleman in Ontario Hall, will find him more acceptable in the smaller for more agreeable place in which he will next appear. We therefore bespeak a full house for him.

The Assizes.

Monday, Oct. 25.

SNIDER VS. CORPORATION OF FRONTENAC.—This was a case of trespass and trover, brought for seizure for arrear taxes on a piece of land contracted previous to the possession and occupation of the property by plaintiff. The case was put off until the next Assizes upon application of the defendant. Mr. P. O'Reilly, jr., for the plaintiff. J. A. Henderson for the defendant.

THE QUEEN VS. TOPLIFF.—Anson Topliff was placed in the docket charged with larceny. The prisoner was sent for trial from the police court, and was charged with stealing on the 23rd of September, ultimo, a ten dollar American bill from the pocket-book of George Bartley, in the American Hotel, while that person was in a state of stupid intoxication. The case was fully reported at the time. The jury returned after a very short consultation, a verdict of guilty. The prisoner was defended by Mr. McIntyre.

Allan and John Pickmeister were placed in the bar, and arraigned for the manslaughter of Patrick Whelan. The counsel for the crown was not ready to proceed with the case at the present Assizes as important witnesses who saw the circumstances of the crime could not be obtained. The counsel for the crown personally would not consent to grant bail, and his lordship declined to interfere, but suggested an application for that purpose to the Attorney-General. The trial was postponed for the present to see if the required witnesses could be procured.

The Queen vs. Clouston, for assault, connected with the death of A. Collins, at Sydenham in the fall of last year, was postponed until the next Spring Assizes.

Tuesday, Oct. 26.

MUCKLESTON VS. BANK B. N. AMERICA.—An interpleader suit to try the right of certain property seized by the sheriff in June last. The plaintiff is Mr. Samuel Muckleston, hardware merchant, and the articles seized were in the possession of Francis Tracy, blacksmith, who had been supplied by plaintiff with iron and merchandise necessary in his business to the amount of $3000, and to secure the payment of which, Tracy on the 6th April, 1869, executed a bill of sale in favour of plaintiff. On the 16th June last, the defendant, the Bank of British North America, brought a suit against Tracy, and obtained a judgement, an execution was issued and the sheriff seized the goods found on Tracy's premises, which act resulted in the present trial. The counsel raised certain objections, and the Judge reserved these questions for the consideration of the Court of Common Pleas, and a verdict was taken according to the facts. Mr. Kirkpatrick for the plaintiff. F. Parke and James O'Reilly, Q. C., for the defendants.

CLOW VS. HOWES.—An action of trespass and trover, brought by Oliver Clow against George Howes, both of the township of Hinchinbrooke, to recover the value of a crop of rye. In 1867, the plaintiff rented from John Lee twelve or fifteen acres of land in lot 23 in the concession of the township. The tenancy of the land was extended to the following year. The land was let upon shares, the tenant agreeing to sow, harvest and clean the crops, and give one-third of the clean grain to Lee. In the fall of 1867, Clow sowed a crop of rye upon the ground which matured in the fall of the proceeding year. When the plaintiff had almost completed harvesting it, the defendant in the present suit came upon the land and forbad plaintiff removing the crop, ordering him off the land, alleging that he had purchased the land at Sheriff's sale, which gave him a title to the crop growing upon it. Some words ensuing defendant seized plaintiff by the hair of the head, placed his head under his arm and "punched it," and forcibly ejected him from the premises. The result of the clean rye, the produce of the crop, was estimated at from 200 to 250 bushels, and the market price at the time was from 80c to $1 per bushel. R. M. Britton for plaintiff. James O'Reilly, Q. C., and J. A. Henderson for the defendant. The Jury returned a verdict for plaintiff, and damages at $125,75.

The grand jury brought in the following:—

The Queen vs. George W. Banks, nuisance, a true bill.

The Queen vs. Anson Kennen, attempting to break prison, a true bill.

The Queen vs. Milane, assault, no bill.

The jury also presented the following address:—

Grand Jury Room, 26th Oct., 1869.

The grand jury of the county of Frontenac desire to congratulate your lordship on your recent promotion to the Bench, and the country on having obtained in your person the services of an able and honest man, for honesty and ability are the two main pillars on which are reared the worth and well being of every community. It is the proud boast of our race and civilization that in this and the mother land the tribunal of justice has so seldom been desecrated to unholy ends, and we believe your lordship will prove no exception to the long succession of superbly able and upright men whose characters have reflected glory on the country that gave them birth, and that neither the promptings of self interest nor the torrent of popular passion, nor the persuasions of private favour will ever divert you from the straightforward path of truth, impartiality and right. With these few words we wish your lordship all success and happiness.

On visiting the gaol we found it in a state of cleanliness and good order, with no complaint of any kind on the part of the prisoners. But we very much grieved to find a poor female lunatic confined in such a place, and shut off from the constant supervision and peculiar medical treatment her case demands, and we would suggest immediate removal to the Rockwood Lunatic Asylum. We would suggest too, that it might be possible to devise some method of warming the gaol without the use of so many stoves at such an expense of fuel; and to get rid of the odour that exists in one of the wards in the prison, and on the stairway at the back part of the grand jury room in the court house, and that the architect be consulted to these ends.

JOHN BARNES, Foreman.

His lordship briefly acknowledged the kind expressions of the grand jury, and assured it that measures should be taken to remove the female lunatic from the gaol. The grand jury was released from its duties.

TORONTO.

The Destruction of Gooderham & Worts' Establishment by Fire.

The largest fire which has occurred in Toronto for many years, took place on Tuesday evening, and resulted in the destruction of the distillery and flour mill of Messrs. Gooderham & Worts, on the corner of Trinity street and the Esplanade. The conflagration broke out about six o'clock in the paint shop, which is a small apartment partitioned off from the fermenting room, in the western portion of the building. The fire was occasioned by the explosion of a spirit lamp in the hands of a man who was drawing some benzine, the flame of the lamp communicating with the inflammable fluid. In an instant the room was in a blaze—the man narrowly escaping uninjured. Once started, the flames seized on the combustable material around, and spread with a rapidity almost inconceivable through the main building, comprising the distillery proper, the mill, and the fermenting rooms fronting on the Esplanade. The rapid onward sweep of the flames, proved the futility of all efforts to prevent their progress. A quantity of spirit, in various stages of manufacture, was in the building, which caught fire, and added intensity to the conflagration. The burning spirit poured forth from all sides in streams over the Esplanade and into the waters of the Bay, upon which they floated still burning. Slowly and fitfully the conflagration waned, and the flames sunk gradually lower and lower, until at length nothing but a smouldering mass of ruins remained.

The loss occasioned by this calamitous event is less than $150,000. It is estimated that 400,000 gallons of spirits were destroyed, which was much less than is generally kept in the distillery. About 200 men will be thrown out of employment and the Government temporarily deprived of a revenue of one million dollars a year. Two thousand head of cattle depended upon the swill of the distillery for food.

No insurance on any part of the property destroyed. Indeed the firm finds it more profitable to be their own insurers, and have established a sinking fund for that purpose.

ANOTHER CONFLAGRATION—TWELVE HOUSES BURNED.

About three o'clock another fire broke out in the block of buildings, forming the south east corner of Queen and Brock streets. Owing to the fire engines being engaged at the fire at the distillery, the fire made such rapid progress that twelve houses had already fallen a prey to the devouring element when the first engine arrived. The premises burnt were respectfully occupied by Messrs. Dodds & Foster, butchers, Mr. Milne, grocer, Mr. Marsh, cigar maker, D. B. Johnson, saloon keeper, and others.

COMMERCE AND MARINE.

Kingston Money Market.

Oct. 28.

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

American Currency buying	73½	Bills.
" " "	76½	Silver.
" " selling,	76¾	Bills.
Silver buying,	2	Dis.
" selling,	1½	"
Gold in New York,	131½	
Sterling Exchange,	9½	

Oswego Markets.

(By Telegraph.)

Oswego, Oct. 27

Wheat and Corn quiet and unchanged. Barley—Receipts 24,000 bushels; market low for common; sales 18,000 bushels Up Lake at 1,16, and 6,000 bush selected Bay at 1,32. Canal freights unchanged.

Montreal Markets—Oct. 27th.

Flour—Superior Extra 0,00 to 0,00; extra 5,00 to 5,15; Fancy, 4,85 to 4,95; Welland Canal Super, 4,70 to 4,75. Super No. 1 Canada wheat, 4,62½ to 4,75; super No. 1 Western wheat, 4,70 to 4,75; Super No. 2 Western wheat, 4,55 to 4,75; bag flour, 2,30 to 2,40. Wheat—Canada Fall, 1,04 to 1,05. Spring, 1,04 to 1,05. Western 1,02½ to 0,00. Oats—per 32 lbs, 32 to 00. Barley—per 48 lbs, 65 to 70. Butter—Dairy 20 to 21c; store packed 19 to 20c. Ashes—pots, 5,40 to 5,42½; Pearls, 5,60 to 5,65. Gold in New York at 12 o'clock, 1,30. Pork—Mess, 28,50 to 00,00. Prime Mess 23,50 to 00,00. Prime, 23,00 to 00,00. Dressed hogs 00,00 to 0,00. Peas, per 60 lbs, 0,85 to 87½. Rye Flour, 0,00 to 0,00.

Flour—receipts 2,650 bbls. Market inactive and very few transactions to report; holders refuse further concessions, but buyers meantime hold off. Grain—no transactions of a purely nominal. Provisions unchanged. Ashes unchanged.

Montreal Share and Stock List.

Oct. 26.

Shares.	BANKS.	Closing Prices.
$200	Bank of Montreal	165½ a 166½
£50	Bank B. N. America	3 a 0,00 107
$100	City Bank	4 90 a 92
50	Banque du Peuple	4 105 a 105½
50	Molson's Bank	3 101 a 0 3
40	Ontario Bank	4 90 a 100
100	Bank of Toronto	3 125½ a 127
100	Quebec Bank	5 102½ a —
50	Banque Nationale	8 108 a 109
40	Store Bank	57½ a 59
50	Banque Jacques Cartier	8 108 a 109
100	Merchants' Bank	8 116½ a 117
50	East Townships Bank	8 100 a —
50	Royal Canadian Bank	60 a 61
100	Union Bank	8 105½ a 106½
50	Mechanics' Bank	8 Bk. closed
50	Bank of Commerce	8 109 a 110
	RAILWAYS.	
£100	Grand Trunk	13 a 16
20½	Great Western	4 — a —
	MISCELLANEOUS	
40	Montreal Telegr'ph Co	10 136 a 137
40	Montreal City Gas Co.	8 138 a 140
100	Richelieu Nav. Co.	7 122 a 124
100	Can. Navigation Co.	20 99½ a 101
100	Dominion Stock 6 p.c.	105½ a 106½

EXCHANGE

Bank on London, 60 days	109 a 109½
Private " "	107½ a 108½
Bank on New York	23 a 23½
Private "	23½ a 24
Gold Drafts on New York	½ dispar

Kingston Marine.

The snow storm has passed over, but its departure has not called in any sign of activity in the harbor. The fact is the late winds have been so violent and contrary as to retard vessel operations to a degree of stagnation.

Swift & Co—The prop. Indian, on Tuesday night, str. Osprey, prop. St. Lawrence, str. Huron, and prop. Brantford, yesterday, sailed going downwards. They had been detained at different ports above by the gale. The str. City of Ottawa arrived from the Capital yesterday evening. She discharged, and sailed again last night. The R. M. str. Champion, from Toronto, due at 5 a.m., arrived at 7 p.m., and the Corinthian, from Montreal, due at 3 o'clock arrived at the same time. The sloop, Grey Hound left for Oswego with a load of barley in the morning.

Gurney and Glidden report: Departures—Elgwood and tow, for Rideau Canal; schr. Wave Crest, 125 tons iron ore, 120,000 feet lumber, 270 bdls shingles, Oswego and Cleveland; str. Kitty Friel, cargo merchandise, Rideau Canal.

Arrived—stm. barge Hemlock, 70 cords wood.

Glossford, Jones & Co.—Arrivals—Barge Gibraltar and Fanny Campbell, from Milwaukie, with combined cargoes of 35,000 bushels of wheat; prop. Enterprise with 18,000 bushels wheat, from Pt. Dalhousie.

Departures—Barge Monica and Waterloo, with combined cargoes of 22,000 bushels of wheat, left for Montreal last evening.

Marine News.

The schr. Union Jack, a Canada vessel, has been chartered to take a cargo of wheat from Toledo to Liverpool, Eng. She is owned by Mr. Thompson, of Belleville, and sailed by Capt. Brownley, of Kingston.

Vessels which left Oswego on the 6th Oct. were still anxiously looked for at Milwaukie on the 22nd.

The wreck of the schr. Maple Leaf, ashore at Detroit, has been sold for $25, and will be raised, if possible.

Pieces of the ill-fated schr. Kate Bully are floating ashore.

The schr. Mary E. Burgoyne was towed in Oswego with loss of foremast.

We learn from the Oswego Times that the schr. Glad Tidings, on her passage from Detroit to Ogdensburg, with lumber, went ashore at the Ducks and it was found necessary to throw overboard some 25M ft. in order to get her off. She then proceeded to her port of destination, discharged her cargo, and cleared for Oswego. On her passage there it was discovered she was leaking, and on her arrival she was taken into dry dock for repairs.

The schr. Algoma, which went ashore at Kincardine, and reported a total loss, has been got off.

On Thursday morning the schr. E. G. Benedict, owned by H. B. Rathbone, Mill Point, bound from Toronto to Oswego with a cargo of barley, put into Port Hope in a damaged condition. When off Whitby the masts were broken off short, and the upper portion of the rigging, &c., carried away. The damage is estimated at, between $1200 and $1500. The vessel is new.

Lake Freights.

Chicago, Oct. 22.

The demand for vessels was more active, and rates to Buffalo ruled steady at the recent decline, but to Kingston they ranged 1c. higher. To Kingston—Schr. T. S. Mott and Star of the North, wheat at 15c.

Toledo—Freights dull and unchanged—9½c offered on wheat to Kingston.

Buffalo—Lake freights are quite dull.

Milwaukie, Oct. 23.—Chartered to Kingston: schrs. Pandora and Monitor, wheat at 15c.

The Loss of the Barque Waterwitch

Want of space and not inadvertence has caused us to defer the following report of the loss of the barque Waterwitch on Sunday last:—The Waterwitch left this port on Friday morning last, with a cargo of coal, and a crew of 200 [illegible] Quite a gale blew down the lake, and wind off Long Point the barque was obliged to go about, and run back to Nine Mile Point. On Sunday morning the gale had in a great measure ceased, and she was put out again [illegible] The Waterwitch was owned by Mr. Samuel Fraser, of this city, who, as Captain, was on board at the time, and was saved by Mr. I. G. Hurd, also of Kingston. She was classed B 1, valued at $8,000, and insured for two-thirds that amount in the Home Insurance Company. She was one of the fastest boats on the lakes, but this season has been unfortunate, having on one occasion been capsized, through contrary winds, for forty days on one trip.

Customs Imports—In Bond.

Oct. 26.

G T R, Port Hope—3 bbls quaverses, 8 Town, 36 crates peaches, W Davies.

G T R, Montreal—[illegible] sugar, J Carruthers & Co.

Str Waterloo, Café Vincent—1 case [illegible] Macrae & Weddell, 2 boxes hardware, Fraser & George, 1 pck, J Henderson, 1 pck, E Storey, 1 [illegible], R Town, 1 box effects, S H Blondheim, 1 box, 1 bale, S Phippen & Son, 1 pck, G Offord.

MARRIED.

In Kingston, on the 27th inst., at the residence of the bride's father, by the Rev. Mr. Maboch, B. W. Day, Esq., M.D., to Elizabeth Leah, eldest daughter of John Power, Esq.

In Kingston, on the 27th of October, at St. Paul's Church, by the Rev. J. A. Mulock, Mr. Robert Gott, of Muskoka, Ontario, to Miss Elizabeth Morrell, of this city.

DIED.

At Syracuse, N.Y., on the 25th inst., Margaret, daughter of the late Mr. James Gleeson, of this city, in her 33rd year.

The Funeral will take place from the residence of Mrs. Mary Hennessy, West street, near the Park, TO-DAY at 2 P.M. Friends and acquaintances are respectfully invited to attend.

At Quebec, on the 23rd instant, Elizabeth, aged 74 years, wife of Mr. Baron Hunter.

At Quebec, on the 24th inst., Dr. David Marshall, aged 51 years.

At Gloucester, on the 22nd inst., Sarah, wife of Wm. Sayth, Esq., aged 73 years.

At London, on the 22nd inst., Mr. John Mountjoy, aged forty-six years.

At Montreal, on the 25th inst., Mr. P. F. Heeney.

A SMALL FARM FOR SALE.

WILL be sold for Cash or a small well-cultivated Farm of Eighty Acres, all cleared and fit for the Plough, being the West Half of Lot Number Two in the Third Concession of the Township of Pittsburgh, six miles from town, with a good Road. An excellent House, Barn and Stable on the premises, with a good Well of Water. For terms apply to Mr. Daniel Donoghue on the Market Square, or to the Subscriber on the premises.

JOSEPH DONOGHUE.

Pittsburgh, Oct. 27, 1869. 254

PROF. TAVERNER'S

READINGS.

THE Young Men's Christian Association of St. Andrew's Church respectfully announce that PROF. TAVERNER will give his last Reading in this city IN THEIR HALL (Wellington street, between Clergy and Barrie streets)

On Friday Evening, Oct. 29th,

At 7.30 o'clock.

The Programme will be given in tomorrow's issue of this paper.

Tickets 25 cents. May be had at the Book and Music Stores, and from members of the Association.

SAMUEL WOODS, M.A., Sec'y-Treas.

Kingston, Oct. 27, 1869. 254

[News to copy.]

Just Received:

Fresh Cod, Haddock & Lobsters.

—ALSO—

FRESH XXX OYSTERS.

S. H. Blondheim.

Kingston, Oct. 27.

Dog Lost—Reward.

LOST, since Sunday last, a medium sized Brown Retriever Dog, with white spot on breast. Answers to the name of "Rough." Whosoever will return him to the owner, James P. Guldersleeve, Esq., will be rewarded.

Kingston, Oct. 27, 1869. 254

TO-DAY.

BAZAAR.

THE LADIES of the CONGREGATIONAL CHURCH beg to inform their friends and the public generally that their BAZAAR (notice of which was advertised last month) will be held in

ONTARIO HALL

On Wednesday and Thursday, the 27th and 28th Instant.

Useful and fancy articles will be offered for sale at reasonable prices, the proceeds of which will go to the liquidation of the debt of the Church.

Tickets 25 cents.

Doors open 12 to 3 o'clock

Kingston, Oct. 18th, 1869. 247

CONTINUED ON FRIDAY.

THE Ladies of the Congregational Church having secured Ontario Hall for another day, beg to announce that they will continue their Bazaar on FRIDAY, as well as Wednesday and Thursday, to which all are respectfully invited to attend.

Kingston, Oct. 27, 1869. 254

TO LET,

THAT commodious Stone Dwelling House, corner of Union Street and Ordnance Avenue, Kingston, and immediate possession given.

Apply on the premises.

Oct. 26, 1869. 253

Father Hyacinthe.

Portrait and Sketch of his Life

IN THE

DAILY WITNESS

OF SATURDAY LAST.

Price ONE CENT, or 25 cents per month.

Agent for the City,

JOHN HENDERSON,

Princess Street.

Kingston, Oct. 26, 1869. 253

To W. M. ROBINSON, Esq., Mayor of the City of Kingston.

WE, the undersigned, request that you will call a Public Meeting of the Ratepayers of the City of Kingston on TUESDAY, Nov. 2nd, to consider the advisability of granting a Bonus to the proposed Railway from this City to the Village of Madoc.

O. S. Strange,
John Breden,
Wm. Ford, Jr.,
E. H. Parker,
John Creighton,
J. J. Linton,
James Swift,
Geo. Davidson,
C. F. Guldersleeve,
J. G. Macdonald,
John Watkins,
G. M. Kinghorn,
W. Powe,
James Richardson,
B. Town,
Gurney & Glidden,
Alex. Bamford,
J. C. Clark,
Folger Bros.,
Daniel Callaghan,
Geo. Robertson & Son,
A. McCormick,
J. Carruthers & Co.,
S. Harper,
Robt. Makins,
Thos. Makins,
E. Chown,
Jno. Hamilton,
C. H. Hatch,
Geo. Anderson,
Robert Tomkins,
Henry Charles Yeigt,
M. W. Strange,
R. A. Fitzgerald,
Isaac Simpson,
Geo. M. Wilkinson,
John V. Noel,
Clark Wright,
R. Wendell & Co.,
John Flanigan,
M. Lavell, M.D.,
John Henderson,
J. Rourke,
Joseph George,
Wm. Marshall,
Macnee & Weddell,
Fraser & George,
S. T. Drennan,
A. Livingston,
James Hope,
Wm. Martin,
R. M. Horsey,
H. Cunningham,
Henry Dumble,
McKelvey & Birch,
William Breden,
Thomas Conley,
P. E. Henderson,
H. E. Swales.

Kingston, Oct. 22nd, 1869.

IN compliance with the above Requisition, I hereby call a PUBLIC MEETING of the Ratepayers of the City of Kingston to be held in Ontario Hall on TUESDAY, the SECOND DAY of NOVEMBER proximo, at TWO o'clock P.M.

WM. ROBINSON,

Mayor.

Kingston, Oct. 22nd, 1869. 251

GO TO

McDONELL'S

TO-DAY

FOR

NEW SATIN RIBBONS,
NEW VELVET RIBBONS,
NEW TRIMMINGS,
NEW FANCY BUTTONS,
NEW GARNET COLOR FRENCH MERINOES,
NEW WOOLLEN JACKETS,
CANADIAN WOOLLEN YARNS,
SCARLET,
BROWN,
GREY,
WHITE,
AND
BLACK.

New Dominion House

82 PRINCESS STREET 82

Kingston, Oct 27, 1869. 250

"Martin Luther and His Times."

IN AID OF THE BUILDING FUND OF THE NEW ORANGE HALL.

The Rev. W. Stephenson,

OF TORONTO,

Will deliver his celebrated Lecture on

"Martin Luther and His Times"

IN

ONTARIO HALL,

ON

Tuesday Evening, Nov. 2nd,

At 7:30 o'clock.

☞ The Mayor will preside.

Tickets.....25 cents

JAMES JOHNSON,
Secretary of Committee.

Kingston, Oct. 25th, 1869. 252

WANTED,

A JOURNEYMAN TAILOR and a TAILORESS, for steady work.

Apply to

THOS. CONLEY,
Merchant Tailor.

King Street.

Kingston, Oct. 22, 1869. 252

Very Choice Dutch Flower Bulbs

JUST RECEIVED

AT THE MEDICAL HALL,

Consisting of the newest sorts of

HYACINTHS,
SCILLAS,
TRITONIAS,
ALSTROMERIAS,
SNOW DROPS,
CROCUSES, &c.

The best recommendation that can be given of the above is, that they are of the same kind and quality as those we sold last Fall.

G. S. HOBART.

Kingston, Oct. 25, 1869. 252

Kingston Auction Mart.

J. J. LINTON has on hand for sale a very large assortment of

STOVES & PIPES,

comprising Cooking, Parlor, Box, Fancy and Coal Stoves, Grates, Dumb Stoves and a quantity of Stove Pipes, CHEAP FOR CASH.

J. J. LINTON

Kingston, Sept. 30th, 1869. 231

NOTICE.

I hereby notify all persons indebted to the late Firm of FIGNEY & SLAVIN or P. SLAVIN & CO., to pay their accounts to me forthwith, as no other person has any authority to collect them.

PATRICK SLAVIN.

Kingston, Oct. 25th, 1869.