JUST RECEIVED
BY
ELLIOTT BROTHERS
No. 90 Dundas Street.

The Free Press.

Local and Miscellaneous

Arrest of the Supposed Train Wrecker.

A SUSPICIOUS CHARACTER NABBED.

A well known desperado named Angus McFee, a desperate looking fellow, was arrested at Komoka Station last evening by a New York detective, charged with being concerned in the outrage of upsetting the express train at Sifton's Cut last Wednesday night. From information received the detective was on the watch for his prisoner, and caught him getting into the accommodation train going west at Komoka. The detective boarded the train and secured his man and took him to Glencoe, where he was handcuffed, and thence sent to this city, where he arrived last night shortly after 11 o'clock. The detective believes he has a strong case against the accused, and it is to be hoped the guilty villain has been secured. He will be remanded for eight days this morning.

A. O. F. The grand procession of the Ancient Order of Foresters will leave Court "Pride of the Dominion" Hall, opposite the City Hall, Richmond street, at 9.45 a. m. on Wednesday, 1st July.

PICNIC.—The children of the Central School intend having a holiday at Port Stanley today, under the supervision of their teachers. The train leaves at 9 o'clock, and the tickets have been placed at 15 cents for the double journey.

I. O. O. F. At the last regular meeting of Ivy Lodge, No. 99, I. O. O. F., Parkhill, the following officers were elected for the next term: E. J. Potter, N. G.; S. N. Beagbner, V. G.; E. E. Chipman, R. S.; A. Burns, P. S.; E. M. McLeod, Treasurer.

IMPORTANT SALE.—The attention of those desirous of replenishing their stock of household effects is called to the important auction sale to take place this day at the residence of R. S. Hilton, Esq., Dundas street. Sale commences at 10.30 o'clock. Mr. Barrard auctioneer.

POLICE COURT.—At this Court yesterday morning, the P. M. presiding, George Mansfield was fined $5 for assaulting Josiah Whitcomb, and a dangerous lunatic named Headley was remanded until his friends can be communicated with. Catharine Benson was committed for trial on a charge of larceny, and the two persons charged with deserting an infant remanded until Thursday next.

OPERA HOUSE.—It will be observed by announcement in another column that Messrs. Roland, Reid & Bouchier's Comedy Company open at the Opera House, in this city, to-morrow (Wednesday) evening, in the play of a "Poor Young Girl," coinciding with the force of "Pen Bazzacks." Miss Julia Bosworth will be supported by a strong company, and from all we can learn of them, they deserve a crowded house. Seats secured at Murray's store.

Open Air Concert.

The band of the 7th Battalion will perform the following select programme of music this evening on the Cricket Field, commencing at eight o'clock:—

1. Marche Hongroise ..... Richer
2. Fantasia—Irish Airs ..... Bungay
3. Overture—Brilliant in Algiers ..... Rossini
4. Valse—Les Chapeaux ..... Joseffy
5. Fantasia—Dinorah ..... Meyerbeer
6. Galop—Toll and Trouble ..... Funk

Base Ball Match.

A spirited practice match at base ball was played on the grounds of the Tecumseh Club last night, in presence of a large number of spectators, who, one and all, were extremely well pleased with the playing of the Tecumseh nine. The Rickforts, although a junior club, comprise some excellent players, but they were overmatched last night, and were forced to succumb to skill. The 14 to 0 tells the score.

	R	O		R	O
Brown	2	3	Ellis	1	2
Wilder	1	4	Vokes	1	2
Wood	2	3	White	0	4
Jolly	2	3	Ward	0	4
Bright	2	3	Crompton	0	4
Emslie	2	3	Dalton	0	4
McVey	2	3	Boddington	1	2
Elliott	2	3	Thompson	1	2
Love	2	3	Quinn	0	2
	14	27		4	24

INNINGS.

	1	2	3	4	5	6	7	8	9
Tecumseh	0	2	1	1	0	1	1	1	6—14
Rickforts	0	0	1	0	0	0	0	0	1—2

Rifle Association.

The tournament in connection with the Western Rifle Association will open at the Cove Range that (Tuesday) forenoon, at 11 o'clock. From the large number of entries already received by the Secretary, Col. Atwood, there is every reason to believe the meeting will exceed the anticipations of its promoters. The President, Major Walker, M. P., intends entertaining the officers at lunch on the grounds. Marksmen from elsewhere, Toronto and numerous points in the First Military District arrived in the city last night with the intention of competing. Passengers will be conveyed to and from the grounds by Cahler's busses for the sum of 15 cents. They will leave the corner of Richmond and Dundas Street every hour from nine o'clock. The programme for to-day is:—

AFFILIATED ASSOCIATIONS' MATCH.

Open to all members of affiliated associations, who are also members of the "Western Rifle Association." The first five, including the President's prize, to be competed for by five previously named members of each affiliated association or battalion. The remaining twenty third prizes to individual scores.

First or President's prize of $25, second prize, $20; third prize, $15; fourth prize, $10; fifth prize, $5.

Final scores: Total aggregate, $80 cash; five prizes each ending

DOMINION DAY.

How to Celebrate the Seventh Anniversary.

NO LACK OF AMUSEMENTS

Tuesday (Wednesday) will be the seventh anniversary of the Confederation of the British North American Provinces as a United Dominion, and as such, it follows every Canadian subject, whether by birth or adoption, to do the best "fish and taters," and "spread" her or himself in doing honor to the "new nationality" which was ushered into existence on the First of July, A. D. 1867. Loyalists, owing to apathy and a lack of unanimity, have not, since the first celebration, made any attempt at honoring the occasion worth speaking about, and this year, like its predecessors, the same lethargy prevails. This is to be regretted, but until the handful of dogs in the manger citizens who invariably turn up just at the time when they are least wanted are exterminated, no display worthy of the name of a celebration may be hoped for. Thanks to the Brotherhood of Foresters, Londoners have the opportunity afforded them of celebrating the day at home, instead of going away to help other places, and we doubt not the efforts of the members of that Order to please and instruct will be highly appreciated by our citizens. In order that one and all may be enabled to choose how the day shall be spent, we have arranged the following sketch, embracing the festivities promised in the city, and many other features worthy of consideration, to which we call the attention of our readers:—

THE GRAND DEMONSTRATION

of the Ancient Order of Foresters, to take place on the Crystal Palace Grounds, and for which unusual preparations have been making during the past month, promises to be one of the most successful gatherings ever held in this city. In this foremost the Brethren of the two London Courts, supplemented by members from Stratford, St. Thomas, Hamilton, Toronto and elsewhere will form in procession and parade the principal streets, headed by the Band of the 7th Battalion and the Silver Cornet Band of St. Thomas, adding at the Palace Grounds. Arrived there the athletic games and sports will be inaugurated, the prizes for which foot up in the aggregate about $1,000. A number of gentlemen, well fitted to perform the duties of judges, have consented to act in that capacity, and every arrangement has been made to ensure a pleasant gathering, whereunto may optimists add to their hearts content. The lovers of competition look for to be an evening contest. The Beaver Company of St. Thomas have entered the lists with their new engine, and the city fire department also intend competing for supremacy with both steam and hand apparatus, the prizes for which are $100 and $50 respectively. Dancing to the music of Harris's dancing band will afford amusement to those desirous of showing their accomplishments at "the light fantastic," while individual prizes for waltzing and a quadrille dance will be offered. Lovers of "merry men" will be attended to by Mr. E. Lee, of the International Hotel, who will dispense refreshments on the grounds to all who feel so inclined. At the close of the games the winners will receive their trophies from the hands of Major Walker, M. P. In order that a fund may be formed for the successful carrying on of future celebrations, the committee have decided to exact an admission fee of twenty five cents for adults, and children under ten years of age accompanying their parents will be admitted free. The young folks are counting on an enjoyable time, and we trust they will not be disappointed. The programme of sports and games arranged for the occasion is as follows:

[illegible]

THE ONTARIO SULPHUR SPRINGS,

at the foot of Dundas street, should not be forgotten by pleasure seekers. Here you may combine cleanliness with pleasure, and indulge in a "Dunnett Bath" for the insignificant sum of one dime. And if something more recherché is desired the sum of 25 cents will enable you to take a bath that is a bath, with all the of course thrown in. The grounds are lovely at this time of the year, and one can pass a very quiet and pleasant afternoon at the Ontario White Sulphur Springs at a comparatively small cost.

THE STEAM YACHT,

built by Mr. Hall, of Sarnia, for Mr. Joseph Andrews, of this city, it is expected, will be in readiness for survey citizens for excursion fare or hire down the river. [illegible]

Fishing from the shore of the river may be indulged in by the disciples of Izaac Walton free gratis for nothing.

Thos. W. Railway manager, with their minds of liberality announce their intention of running excursions to and from all stations at a single fare for the double journey, that is, you pay the full price to go, and get a free ride coming. This opportunity will no doubt induce a large number of those desirous of visiting friends at a distance. The regular trains will carry passengers at these rates, but those wishing to procure tickets will be required to pay the full fare.

The Grand Trunk Railway Company are also prepared to extend the same liberality to citizens desirous of visiting any of their friends to the north.

OUR BASE BALLERS

now the Tecumsehs, of London, a return match, and they intend having a lively time in London this afternoon, on the Artificial Valley City. Both clubs are strong, and we anticipate a hard contest for supremacy.

THE LACROSSE PLAYERS

will visit Woodstock, where they think of wrestling a prize of $100 at the Beaver club of that town. The Beavers are a strong team, but the Londoners will require to pay their very best in order to make the visit one of profit. The twelve from London will be composed of the following players: W. M. D. Williams, Captain, cover point; H. Moore, point; W. Nichol, coal; H. Salter, T. Kennedy, F. Wheeler, 1st, 2nd, and 3rd home; F. Riddell, centre field; A. Hope, J. Harris, F. Dore, A. Campbell and [illegible], defenders.

THE CRICKETERS

could not arrange a foreign match, and will not in consequence leave the city.

THE SIFTON'S CUT DISASTER

Coroner's Inquest Yesterday.

IMPRESSIONS AND THEORIES OF RAILWAY MEN.

The Engine Driver's Statement

THE EVIDENCE ELICITED.

Yesterday afternoon Coroner Flock resumed the investigation in the police court room into the circumstances which caused the accident whereby No. 10 express train on the G. W. R. was thrown from the track at Sifton's Cut, on Wednesday night last, and the fireman, David Horsburg, fatally injured. Mr. Randall officiated as foreman of the jury, and examined several of the witnesses most rigidly.

David Spence was the first witness called, who deposed that he was "section boss" on the Great Western Railway, at Sifton's Cut; has four and three-quarter miles of track under his charge; it is his duty to see that the track is in good order; lives near the Cove Bridge; Patrick Cooney, a track man living at the west end of the Cut, about a quarter of a mile from where the accident occurred, inspects the west end; there has not been any work done at the place of the accident since April last; the spikes could not have been raised with an ordinary crowbar, but with one such as is used by employes; a man can raise five a minute. Witness did not see any one lurking around the track that day; his men had more tools than they could carry on the "lorry" that night, and a spring bar was laid in the grass; could not tell where all the tools were until last Saturday night. The rules of the company are that all tools shall be kept with the section; it is part of the duty of witness to walk over the track every day; recently Cooney has acted as a substitute for witness, and inspected the west end of the Cut.

To the foreman: None but a practical railway man could remove the spikes and fish plates during the time that intervened between the passage of the Sarnia and Express trains, as the latter had been thoroughly with, and it was evidently the object to make a kind of switch, and throw the train from the rails; did not think that the spikes could be out of the ties 48 hours without being noticed; witness stated that all the tools were not locked up on the night in question; it is the belief of the company that they should be, but as they have only one "lorry" it could not be done; one of the men had a spring bar and gauge in the grass, where they could be found next day; witness is expected by the company's rule to make a personal inspection of his section once each day; there were five spikes taken out of the inside of the rail and three from the outside; I did not know of the occurrence from Patrick Cooney at about three o'clock in the morning.

Patrick Cooney, sworn—I am a trackman on the G. W. R., and have been employed on the road for upwards of seven years; I live about one fourth of a mile from the scene of the accident; my duty is to go over the track every morning or until I meet the gang of men at work, when I go to work with them; until three or four days before the accident I invariably walked over the track every morning, but west of the secure fence I only walked it twice a week; the night of the occurrence I flagged a train about a quarter to five near the scene of the accident, and am positive that the track was all right at that hour, and even up till six o'clock; the spikes could only be drawn by a claw bar; I had one of the latter in my possession; it was standing up against the side of my house on the night of the accident, and Mr. Law took it to the place on the morning after the accident; I did not see any suspicious persons on the track that night; there was a burn raising near the Cove Bridge; I was in the night of the accident; some of the section men were at it on that day; the general rule is to place the tools in the shanty at night, but the men generally take the bars home with them; there are four bars in our section—two spring and two draw bars; I can form no opinion as to the length of time it would take me to draw a spike, as some are very hard to jerk out, and others again are very easy; the same remark applies to bolts; don't think it would take more than two minutes to draw each spike; the shaller the head of a spike is the harder it is to draw; I don't know what time the Sarnia train passed that night, as I was asleep; the brakeman told me first of the boneshaker, and I got up and went and put my signals half a mile up the track; after that I went to the scene of the accident; when I arrived there the first thing I noticed was one of the rails lying a little where the train had gone over, and the spikes lying on the ties north of the rail, just where they were taken off; Mr. Law, the track inspector, picked up one spike near the place; I did not see any spikes west of the rail which had been pulled with; I saw where the flange of the wheels struck the rail, and also notice the straps off both sides of the rail; I did not see them lying around; I swear positively that when I walked over the portion of the track where the breakdown took place, near five o'clock, everything was right, and the bolts, plates and spikes secure in their places; when I was coming from leaving the fog signals I met a man going west who asked me "where were the lamps?" I said to him, "what have you to do with the lamps," and he replied, "he works in the shops at Windsor, and wanted to watch the lamps;" said no more to him; I don't think I could recognize him again, but he appeared to be a working man; I saw him no more after that; I did not see any person about the track before I met that man; I swear the rail was tampered with between the time I saw it at five o'clock and when I saw it after the break down; my wife said she saw two men walk up and down the track shortly after I passed with the fog signals; the men were working over a mile east of the place the night the accident occurred, when I went back to my house for the draw bar, the lamp left in front of my house to protect the train were [illegible] the track was not clear then, and [illegible] have been wrong to remove the [illegible] place was cleared unless [illegible] ordered its removal [illegible] driver, sworn—[illegible] morning, and foreman [illegible] north bank, about [illegible] of the [illegible] break [illegible] to [illegible]

Mathew Brown, G. W. R. engine driver, sworn—Recollect the night of the accident at Sifton's Cut; left Komoka with an empty engine at 10.15 p. m. that night and arrived in London about 10.45; the Sarnia train followed me, but I did not know where the was when I left Komoka; I left there 10 minutes ahead of her time; I saw some men on the track between one-fourth and one-half mile east of where the accident occurred; they were all sitting, lounging; I did not see them particularly, as it was a dark night, either day or night, to see persons walking on the track; I did not hear of the accident until the time of the following evening; if the men were left in and the rails taken off those men might run over easily for a considerable time; I have been track foreman on a railroad, and in the night to my knowledge, while jumping the rail on my job on the engine; I do not know whether the men I saw on the track that night were railway employes or not.

Robert Butterworth, engine driver, sworn—I was engineer of No. 10 Express train which met with an accident on the night of the 24th inst.; I was running at the usual speed, and it was a beautiful moonlight night; I did not notice any person on the track as I came along near the scene; it was a minute or two after when the train got to it; I did not feel first intimation I had of anything being wrong was when the engine left the rails, and we ran about four car lengths afterwards; the tender, baggage car and two coaches followed me until they toppled over; I remained on the engine until it was turned over; my fireman was David Horsburg; he was standing on the left hand side of the engine when the accident occurred; he did not attempt to jump; I was thrown from the right to the left hand side and struck against Horsburg, and we both went down into a corner of the cab together; I worked myself out of the debris, but was not taken out by any one; it was about three minutes after we ran off until I got out of the wreck, and at that time there was a good deal of steam and hot water about; I did not feel anything wrong until the engine dropped from the rail on to the ties; I saw the rail about 20 minutes after the accident, and saw the plates, bolts and spikes lying on the ties; there was a car partly over the rail when I saw it, and it was not broken down; I did not see either bars or wrench or any tools whatever; the westerly end of the rail was partly thrown inside sufficient for the flange to strike it about the centre; I did not notice any wedge there to keep it in that position; I don't think the rail would have stayed in the position it was unless there was something keeping it fast.

To the foreman—I don't think we were running over 25 miles an hour when we ran off; freight trains generally stop dead at the point named, but express trains never do, although at the place mentioned they run the slowest of any place between London and Komoka; if the rail had not been too far over the flange would have pushed it further in; my first impression when we left the rail was that the run off was caused by a broken wheel; but I suspected the wheels and found them all right.

Chas. G. Moore, M. D., sworn—I got to the scene of the accident about one o'clock, and found that the body of the deceased had not been taken out; Horsburg died partly from being crushed and partly from scald; I examined the north rail and saw the nuts, bolts and spikes; the ends of the rail were from three to four inches apart; I think I saw the plates drawn; I saw what the men pointed out to me, where on the south rail an attempt had been made to take out a spike, but failed to draw it; the bolts, spikes, &c., were lying on the south side of the track.

James Hamilton, Conductor, sworn—Related the duties of the brakeman regarding the placing of lamps and fog signals when an accident occurs; said the only man he saw about was one who had come over from a barn raising, and that was about 15 minutes after the crash; I examined the rails after my attention was called to them by an engineer of the Michigan Central, and saw that the spikes were drawn up from 8 to 10 feet, the strips were off both sides; the straps, bolts, nuts, spikes, &c., were lying outside the rails on both the south and north sides. My idea was that it had been done for plunder; I placed a guard over the baggage car and baggage.

Fred. Groves, brakeman of Sarnia train, deposed that when the flagman came he saw four man about 15 or 18 rods east of where the smash up occurred, while on the tail end of the Sarnia train; I could not distinguish the men, and did not see them move from there.

John Wolverton, brakeman of No. 10 Express, sworn—Deposed that he did not see any person either come up or go away from the place immediately after the smashup occurred. Related how he placed lamps on the line and walked up the scene in man.

John Law, track inspector of the line, deposed that he was over the track from London to Bothwell every day; it is some time since I walked over the section where the smash up occurred; the road is all about alike; the only time we take the straps off is when we change the rails, and then it is handier and quicker to take the straps off all together; I got up to the scene about one o'clock; found the rail bent, the plates off, the spikes out, and bolts off, and the rails pulled about five inches apart; the plates were off in the north and south rails; my impression is that the rail had been sprung in purposely and been tampered with; have lived in sight of the G. W. R.; I looked to see if I could find anything which would keep the rail wedged out towards the centre of the track, but did not find anything; even with the number of spikes which were out and the fish plates off, the rail could not spring out the way I saw it unless pend over and kept there; nothing has been done at the place since requiring in the spring; my impression is that the track was put into that condition maliciously; I was a lot at the cutting Cooney's house among the weeds that night after the smash up.

Andrew Mathieson, sworn—Deposed that he heard the crash while at the raising, and ran down to the scene immediately; did not see any suspicious characters about that evening; the barn raising was at McDonald's, scarcely 240 yards from the smash up.

The inquest was then adjourned until Friday next, at 1.30 p. m.

"How to Get On in the World."

PROF. ALLEN CYRE'S LECTURE.

Last evening this gentleman delivered his popular lecture on the above deeply interesting theme to a fair audience, at the North Street Wesleyan Church. The chair was occupied by Major Walker, M. P., the Rev. Mr. Hannon and Mr. Thos. Muir, President of the Y. M. C. A., occupying seats on the platform. After the usual introduction the Professor (who spoke entirely without notes) first dealt with his subject generally, and then described the particular business qualifications needed to success. He illustrated his subject by apt and amusing examples, seasoned with wit and humor. Mr. A. B. Powell moved a vote of thanks to the lecturer, seconded by the Rev. Mr. Hannon, which was most cordially received. The chairman, in putting the resolution, expressed himself as having seldom listened to a lecture so eloquent and instructive. He warmly commended the association to the sympathy of the public. The Rev. Mr. Hannon concluded the exercise with the Benediction.

This evening the Professor delivers his famous historical oration entitled "Storming the Bastile," or "The Romance and Drama of the French Revolution," at the Congregational Church, King street, when we hope, from the great interest attaching to the subject, and the ability and popularity of the lecturer, the church will be crowded on the occasion.

Car Work's Sufferers' Fund

Since the published list of the various [illegible] subscribed for the relief of those workmen [illegible] tools by the late fire at the [illegible] the following additional [illegible] received in:—

[illegible]	$200 00
[illegible]	10 00
[illegible]	10 00
[illegible]	10 00
[illegible]	8 40
[illegible]	[illegible] 00

Court of Revision.

WIND UP OF THE BUSINESS.

The members of this Court met in the Mayor's office yesterday afternoon, and finished up the business before them.

France Harding—against $7,500 assessment on real property, rated last year at $5,000; it has a frontage of 24 feet, and has an lane except what is occupied by buildings; pays $500 rent and taxes. Reduced to $5,000.

Jean W. Kelso appealed against assessment of lots 11 in Colborne, and 12 N. E. Hyman; the former at $2,000 and the latter at $6,000. The buildings are frame, and five rent at $5.50 per month, and one at $10; the latter is occupied by a grocer. Confirmed and increased to $3,000.

Alfred G. Smyth applied to have his name entered for lot 14, E. Talbot street; he has owned said lot for eight or ten years previously.

David Johnston's name was entered for lot 16, West Maitland, he having had possession since 1st May. Confirmed.

John Lewis name was entered from Henry Hovel; took the same from 1st May last. No action taken.

T. W. Fyfe—as against income assessment. Reduced to $250.

G. P. Westlake against assessment on income. Reduced to $250.

W. H. Poole against income. Struck off.

Grand Trunk Railway Company against income assessment. No action taken.

Rev. James Cooper claiming exemption from assessment. Real property struck off.

Wm. Walker complained of his name being omitted, and also of overcharge on real property. No action on first, assessment reduced to $1,400.

H. Fysh against overcharge on income. Struck off.

John R. Cox the same. To be rated for statute labor.

James Egan's name was omitted by assessor on 12 S. King street. Ordered to be entered.

William Peel against overcharge on lot 10, Mill street. Continued.

Thomas Peel against the same on 71 Dundas street. Continued.

Rev. W. H. Darnell claiming exemption from assessment. Reference to assessor.

Wm. McCubbin asked to have his name inserted on the roll for lot 9 W. William St. Granted.

John McGrath asked to have his name entered on roll as tenant for 43 to 45 Wellington street, 44 and 45 E. Richmond, 45 W. Richmond and 43 to 45 E. George streets. Application rejected.

Wm. Starr complained of being excessively and unequally assessed for personal property, and also that his name was omitted from the roll on various lots. Assessment confirmed, and name entered.

Byron Williams against overcharge on personal property rated at $1,000. Referred to the Fall Sessions.

John Salter complained of overcharge on personal property and incorrect assessment. Assessment on personal property reduced to $1,000.

The Board then adjourned *sine die*.

Financial & Commercial

LATEST PER MIDNIGHT REPORT.

GOLD IN NEW YORK (2 P.M.) YESTERDAY 1.1.

Chicago Markets

Chicago, June 29.—Flour dull and dr oping. Wheat: mill—no filled and lower; No. 1 spring $[illegible]; No. 2 spring $[illegible]; No. 3 spring $1.06½ to $1.08; rejected $[illegible]. Corn: [illegible] higher; No. 2 mixed (cg) rejected [illegible]; high mixed [illegible]. Oats: [illegible] higher; No. 2 mixed (cg) rejected [illegible]; high mixed [illegible]. Rye: [illegible]. Barley: dull and [illegible]. Provisions: [illegible] opening, closing quiet, weak and lower. Lard $[illegible]. Receipts—Flour [illegible] barrels, wheat [illegible] bushels, corn [illegible] bushels, oats [illegible] bushels, rye [illegible] bushels, barley [illegible] bushels. Shipments—Flour [illegible] barrels, wheat [illegible] bushels, corn [illegible] bushels, oats [illegible] bushels, rye [illegible] bushels, barley [illegible] bushels. On the board of trade [illegible] bushels of wheat [illegible] bushels of corn [illegible] bushels of oats [illegible] bushels of rye and [illegible] bushels of barley.

Halifax Markets.

Halifax, June 29.—Flour dull, demand light, and prices tending, supers $[illegible] to $[illegible]. Oatmeal $[illegible] to $[illegible]. Cornmeal $[illegible] to $[illegible]. Freights dull and [illegible].

European Markets.

London, June 29.—Erie, 28.

London, June 29, 3.30 p.m.—The amount of Bullion withdrawn from the Bank of England on account to-day is £[illegible].

Consols 92½ to 92¾ for both money and account.

Liverpool, June 29, p.m.—Cotton—The sales to-day 8,000 bales [illegible].

Montreal Stock Market.

Montreal, June 27.

The stock market yesterday was quiet and steady.

	Sales at.	Closing.
Ontario	111 to 111	111 to 112
Gt. Western	[illegible] to [illegible]	[illegible] to [illegible]
Commerce	[illegible] to [illegible]	[illegible] to [illegible]
Montreal	[illegible] to [illegible]	[illegible] to [illegible]
Nor. Tel. Co.	[illegible] to [illegible]	[illegible] to [illegible]
Dominion	[illegible] to [illegible]	[illegible] to [illegible]

New York Markets.

New York, June 29.—Cotton dull; middling uplands 12½c.

Flour—Receipts, 7,000 barrels; sales, 10,000 barrels; State and Western 5 to 10c higher, closing weak; sales 10,000 barrels; Ohio 5 to 10c higher, closing weak; sales 1,000 barrels; Southern 5 to 10c higher, closing weak; sales 1,000 barrels. Wheat—Receipts, 27,000 bushels; sales, 40,000 bushels; opened 1c higher, closing 1c higher; sales 40,000 bushels for No. 2 Milwaukee, $1.20 to $1.20½ for No. 2 Chicago, $1.20 for No. 2 Milwaukee, $1.19 for No. 2 Chicago, $1.19 for No. 3 Milwaukee, $1.17 for No. 3 Chicago, $1.17 for rejected Milwaukee. Corn—Receipts, 27,000 bushels; sales, 40,000 bushels; opened 1c higher, closing 1c higher; sales 40,000 bushels for mixed Western, 72 to 72½c, closing at 72½c for mixed Western, 72½c for mixed Western, delivered, 73c for mixed Western, delivered, 73c for mixed Western, delivered, 73