

Hackett, said Andrew Cartstone hoarsely, 'you robbed me of my child, you received the wages of sin and you, you league with my cousin to murder me. Do I be satisfied that your life is spared?'

'Mr. Cartstone,' replied Hackett humbly, 'Sir Charles threatened to accuse me to you of the whole guilt, threatened to shoot me in the head—used all kinds of threats; the guilt is his, not mine.'

'That is nothing to me—you gave this to Rage to save your life. Aid me to recover my child, and I will reward you.'

'Follow me,' said Hackett gloomily.

He then led the way up the glen, and showed them, after passing through a tangled bush, a path that led downwards to the Frags' Hole. They walked in silence, all anxious for the denouement. They felt that the meeting with the cousin would be terrible.

In a few minutes they came to the front of the house. This part was not yet in flames, but the heat had become intense, and all those who had been in the hut had left it, and were standing round a rude bench, on which reclined Custaloga, who had been brought in his senses with much difficulty.

Andrew Cartstone laid his hand upon the hilt of his sword and fell for his pistol. A gleam of hate and rage shot across his face, as he saw Sir Charles standing up with his back turned to him. He had determined to secure his person on the double chance of error and attempted murder.

'Surrender, villain!' he cried, impetuously rushing on. Sir Charles turned round quickly, with a glance of horror and a pallid look which made his features appear perfectly ghastly in their distortion. His eye caught a glimpse of Cartstone and Hackett at the same time. On the face of the latter was a look of denouement.

'Fool!' he cried, 'discharging a pistol full in his face,' and then sprang forward, 'pettishly to escape the well-merited anger of his cousin.'

'Save me!' cried the wretched Hackett, while all the others stood transfixed with horror.

That night Andrew Cartstone was on the stage of the theatre.

Sir Charles, bewildered, confounded, amazed at the appearance of Andrew in company with Hackett, and really believing himself betrayed by his confederate, had in a moment of unguarded rage fired a pistol which he had instinctively drawn from his waist. When he saw the man fall, his eyes seemed to fall him, and he turned to fly without looking to see where he was going.

In his blind terror, and unrestrained by any gentle angel, he often hovered over the good and the worthy, he dashed against the railing that kept people from falling over into the pool, and fell headlong down into the water below.

The pool was deep, its waters black, and down he went headlong. Andrew Cartstone gazed over in horror. The body did not come.

They returned hastily to where Hackett, supported by his wife and the negroes, lay prostrate.

'Mr. Cartstone,' he said faintly, 'I am dying. But I have to say to you, do not let your anger injure your daughter. This was your daughter I had charge of.'

'Where is she?' asked Cartstone.

'I know not.'

'You have not my forgiveness,' replied the merchant moodily.

'Forgive me I do, Mr. Cartstone, forgive a wretch who was bribed by worse than himself.'

'My daughter!' replied the other again sternly.

'It is quite safe, and with friends who are deeply indebted to her,' said Custaloga, who had now recovered sufficiently to speak; 'that is, if Kate Regis, as she was called, be the girl you are in search of.'

'This is her,' cried Hackett faintly.

'I forgive you, as I forgive the wretched instigator of your crime, who has preceded you to judgment,' replied Andrew Cartstone, and he turned away in the direction of the door.

'Sir Charles died?' cried Hackett wildly; 'then there is a just God. Crime is always punished.'

'Always,' said Custaloga solemnly. 'Ah! who comes?' A horrid groan distinctly heard galling up, and next moment a tall and powerful man descended the steps.

'Colonel Butler?' cried Custaloga.

'Yes! that is he. Come. No time is to be lost. You must ride up to me to Boston. We can talk by the way, and you may see this first.'

Custaloga hurriedly explained, and then prepared to go.

'Leave me with the woman,' said Hackett faintly.

'Orr rite,' replied Egge. 'I'll stop and nurse you, and blow me if I don't give yer half yer money back.'

This offer being accepted, Custaloga, Harrod, Butler, Cartstone and Harvey turned away from this scene of horror, and made their way in the direction indicated by their leader. Custaloga undertook to call on Kate by the way.

Colonel Butler was the avenging angel who had brought discovery on Boston.

### AN ELECTION ADDRESS.

Prior to recent municipal elections in London, O.W., "Kiss Kobb," who writes in the *Free Press*, issued the following address to the electors:—

"Gentlemen, I bow to your wishes. I have before me a requisition signed by every respectable man, woman and child, of our noble city, asking me to become a candidate for mayor for the ensuing year. Knowing as I do the grave interests that are involved, and feeling deeply grateful for the confidence reposed in me, I have consented to your request. No ordinary consideration compels me to this step. Election in London is at no distant day to become the oil metropolis of Western Canada, it is imperatively necessary that a man of my well-known ability and integrity should have the management of municipal affairs. With regard to my political principles, I would state, gentlemen, that I am a Tory-Clair-Grit-Moderate-Conservative Reformer. I am in favour of Representation by Population, Amalgamation, Confederation, Taxation, or any other kind of action that may turn up. I go for reciprocity, hot whiskey, Fenianism, Canadian Pain Killer, free rights and universal suffrage. I am in favour of George Brown, John A. Macdonald, Dr. Fota, or any other man if I'm elected I'll petition the Home Government to station permanently three regiments of the line and two batteries of artillery in London, the officers of which shall all be young and unmarried, as a protection against the Fenians, and to encourage matrimony among the Upper Ten. I'll apply for an Act of Parliament to enable the Hickee well to pump a thousand barrels per day, and also to have Lake Erie to be brought up to the foot of Dundas street, to facilitate the shipment of oil. I shall also use all my influence with the President of the United States to have the Fenians declared contraband of war, and thus prohibit the exportation of that combustible material into Canada, and also to send the chiefs of that remarkable organization to the asylum for the insane. Gentlemen, I would soon to use illegitimate means to secure my own vote, but any free and independent elector, who is labouring under pecuniary embarrassments, can borrow five dollars from me until after election-day. It shall never be said that I allowed any poor man with a vote and a large family to suffer from want, while I had the means to prevent it. If I have injured any man, I forgive him. I bear no malice against no intelligent voter. My moral character is good. I have never run for member of Parliament, nor been tried for highway robbery. My temperance principles are sound. I'm in favour of teetotal organizations and bottle-putting. In religious matters I am orthodox. I go for short sermons, short prayers, low church and high mass. In conclusion, gentlemen, I would say that by electing me you will show to the world your intelligence, discrimination and good taste, and your cordial appreciation of true merit."

### The Herald.

Wednesday, February 7, 1894.

### A RAILWAY SLEEPER.

A VERY pretty correspondent, who has evidently been aroused from a protracted slumber, has found his way into the editorial department of the *Examiner* to prove that all advocates of railways in this island are dreamers. In his opinion, doubtless, they are, and we venture to say that he would be well satisfied to pass his life in quiet indolence, whilst the world around him was all activity and progress—just as the "moping owl" retires to doze away the hours of light. The "bird of wisdom" has its counterpart among the *gens homo*—individuals to whom a thought of enterprise, however much called for, never occurs, and who are ready with a denunciation as dreamers those who desire to improve with the progress of time. When the U. I. Steam Navigation proposed to run two steamers between this island and the adjoining Province, and when, also, an American company placed first one and then two steamers on the route between Boston and Charlottetown, there were "less expensive modes of transit," yet the knowledge that his "ridiculously absurd" project was called for and was certain to succeed, supported him through years of labour against the scoffs and jibes of his fellow-countrymen, and even his own relatives, until success demonstrated his superior wisdom and their short-sightedness. The application of electricity to telegraphic communication, when first suggested by an eminent professor, some thirty years ago, in the London Polytechnic, secured for him an unenviable notoriety; but scarcely ten years elapsed until every important town in the kingdom was connected by telegraph wires. The introduction of railways into England met with the same kind of opposition, and when Stevenson assured a committee of the House of Commons that his proposed railway would attain a speed of fifty miles an hour, even with heavy freight trains, he was considered to be insane, and the Railway Bill then before the House was ignominiously thrown aside. A very short time sufficed to show that the project was wrong, and not Stevenson. We in this colony who advocate the construction of a railway from Charlottetown to Summerside, do not indeed pretend to the foresight or energy of facilities which placed these distinguished contemporaries, because plain common sense alone suggests the utility and necessity of the proposed line; but we would confess ourselves to be very dots if we entertained no more enlarged views than Proser. If we look at New Brunswick and Nova Scotia, to which Proser has referred, we see railway lines being extended from Halifax to St. John—not through a well-populated country, nor connecting with large towns, but through a wide unpopulated tract.

Our neighbors, with an eye to the future as well as the present, are satisfied to spend liberally in stimulating their own energies, in developing the resources of their respective Provinces, and in wooing the trade of this island, by means of railways pushed to our very door; and yet Proser tells us we must not avail ourselves of facilities which placed these distinguished contemporaries, because plain common sense alone suggests the utility and necessity of the proposed line; but we would confess ourselves to be very dots if we entertained no more enlarged views than Proser. If we look at New Brunswick and Nova Scotia, to which Proser has referred, we see railway lines being extended from Halifax to St. John—not through a well-populated country, nor connecting with large towns, but through a wide unpopulated tract.

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felt. We have no reason to think ourselves for this prosperity, but rather the enterprise of our neighbors for having forced it upon us. They stimulated and developed the resources of this Colony—not ourselves. They are now engaged in still further extending the facilities of speedy, cheap and comfortable transit, by effecting a junction between their own railways and those of the United States. This they find to be the most effectual method of developing their resources, stimulating their trade, and promoting their prosperity, and the greater incentive to local enterprise, and the best inducement to travellers, merchants and capitalists, to visit them and trade with them. This Colony must experience more or less benefit from all this railway enterprise on the mainland; but how much greater would that advantage be, if, instead of consulting ten, twelve or fifteen hours in accomplishing a disagreeable voyage from Shediac to Charlottetown, it could be done much more satisfactorily in four or five hours. We look forward to a period of three or four years, when, with the proposed railway in operation, and the New Brunswick, Nova Scotia and United States railways united, a person can leave Charlottetown and within twenty-four hours reach Boston. A railway to Summerside, and daily steam communication between that port and Shediac, will enable us to perform the journey in nearly that space of time, and with such facilities for travelling, trade must increase, and prosperity must ensue. All we have to do is to co-operate with our neighbors, who set us a worthy example, and encourage us to boldly undertake the work, which is not by any means beyond our ability to accomplish, as we will more fully show in another article. We will conclude, for the present, by giving the opinions of a few of the leading papers of the Provinces upon the project. They are, at all events, entitled to as much weight as those of any local "Proser." The *Halifax Academic Recorder* has published a long article in favor of railways in this island, but we regret we cannot make room for it in this day's paper. The *Halifax Reporter* remarks:—

The Charlottetown *Islander* of a recent date advocates the construction of a railway from Summerside to Charlottetown, and the cutting of a canal between Tracadie Bay and the Hillsborough River. The idea is not a new one, and nowhere on this continent could public works of this nature be effected with greater facility than in P. E. Island, from the fact that the face of the country is entirely level, and the soil soft and barren of rocks. Of course, the means wherewith to accomplish this much needed public improvement is the main feature that will engage the attention of the Island Legislature. But it is notorious that the several Governments of the Island have spent money enough, from time to time, in their efforts to settle the land question (or rather un-settle it), to have built a railway. The *Islander* suggests the probability of the Strait of Northumberland being tunneled at some future time, when the above works shall have been completed. The *Islanders* being opposed to Union of any kind, are not likely to view the latter movement with any degree of complacency.

The *Citizen* says:—

A Prince Edward Island paper, bitten with the progressive spirit of the age, advocates the construction of a railway between Charlottetown and Summerside, some forty miles. Nowhere can railways be made more easily or more cheaply than in the light, level land of this colony, and we think the project a good one. But our contemporary goes farther, and wants direct railway communication with New Brunswick under the sea, by a tunnel below the Straits of Northumberland!

And the *Islander* pithily observes:—

A railroad between Charlottetown, P. E. I., and Summerside, is talked of. We are glad to see that our island friends are looking up.

The reply of the *Islander* to our strictures of last week has been pretty much as we expected. We are accused of misrepresentation, because we stated that our contemporary very erroneously declared a few weeks ago that the English Channel was tunneled. We admit the *Islander* did not make the declaration in precisely the same language as we have employed, but it did so in this style:—

"If British gold could tunnel the English Channel, why should it not tunnel a straight one-third the distance and otherwise much less difficult."

Taken with the context, if this does not clearly convey the idea that the English Channel was tunneled by means of British gold, why, then, we cannot comprehend the English language; and if a majority of even the Board of Education, over whom the editor of the *Islander* is known to have some influence, will decide that we are wrong, we shall acknowledge to both misrepresentation and incapacity. We strongly suspect, however, it was the Thames Tunnel the editor of the *Islander* had in view when he wrote the above paragraph; for we cannot suppose, as we otherwise must, that he would be guilty of employing such a *lucus a non lucendo* style of argument, or, in plain English, of uttering the nonsense that, because it was practicable for one of the richest countries in the world, with a population of some thirty millions of inhabitants, to connect itself with the continent of Europe by means of a tunnel under the English Channel, that, therefore, "fifty years would not pass before the strait at Cape Traverser would be tunneled, and a branch line connect us with New Brunswick." No, no;—the *pragmatic* explanation does not save our contemporary from the charge of having made a very ridiculous blunder. Our contemporary has very wisely abstained from attempting to prove the connection between a political and commercial union, or wherein the latter constitutes a "plan" for the former. It cannot be done. The editor of the *Islander* well knows that the British Provinces, whether politically united or not, never can compete with the United States in the foreign markets of the world, for the simple reason that, apart from the Provinces, the foreign trade of the United States consists chiefly in cotton and breadstuffs—two of which articles cannot be produced at all in the Provinces, and the other is scarcely sufficient quantities to supply themselves. The editor of the *Islander* also knows that if the views of his Union friends were carried into effect to-morrow, a Canadian tariff of twenty per cent., directed against foreign trade, would be common to the Confederacy;—the inevitable effect of which must be either to put a stop to the importation of manufactured articles from the United States and the Mother Country, or to raise the price of those articles to the Provincial consumer. In the meantime, the abolition of the existing tariffs between the Provinces, would be equivalent to a bonus to local manufacturers, which would arise all over the country to supply at a cheaper rate than could be imported, those necessary articles hitherto obtained in foreign markets. In order to encourage Provincial manufactures, we are therefore favorable to the abolition of existing tariffs between the Provinces, and we think the existing ten per cent. duty and light taxation are a sufficient protection and inducement to local enterprise in the way of establishing manufactures; but we are not prepared to advocate the adoption of Colonial Union, heavy taxation, and a hostile tariff of twenty per cent.

directed against foreign trade, for the purpose of fostering home manufactures. That would be paying for their own dear the whistle. With the *Islander*, we approve of free Colonial free trade; but, unlike the *Islander*, we approve of a union controlled by a political union. Our contemporary asserts that Inter-Colonial free trade is a "plan" for an Inter-Colonial political union. We disagree with this, and give our reasons for doing so, and the public have a right to hear the reasons of our contemporary for supposing that free trade and political union are in any way connected or essential to each other.—Until he does so, our former charges hold good.

THE EAST POINT ELECTION.—This election, which came off on Wednesday last, terminated in favor of the Hon. Edmund McEachen, by some seventy votes over his opponent, Benjamin Davies, Esq. This result was not expected; but we can scarcely wonder at the election of the First Electoral District selecting a representative of Conservative principles from among themselves in preference to a non-resident, although a staunch Liberal, so long as the recognized Organ of the Liberal Party endorses every unpopular and extravagant act committed by the Government, and in addition thereto lends its efforts to curtail the rights and privileges of the Colony. We have only further to say that we regret that Mr. Davies' friends should have invited him out without first definitely ascertaining that he would receive the support of a clear majority of the voters. An overwhelming confidence in the sentiments of the District gave the victory to the other side, and placed both themselves and Mr. Davies in a false position. If, however, the lessons to be learned from this election are taken to heart, we shall not regret Mr. McEachen's success.

We beg to direct attention to an important fact at the present time of which we trust all interested will take notice and govern themselves accordingly. Some time ago the House of Assembly, by Resolution, placed the initiation of money votes in the hands of the Executive Government, so that all petitions praying for new post offices, new roads, bridges, and indeed for any and every purpose, which requires the aid of the public Treasury, have to be sent in to the Colonial Secretary's Office some weeks previous to the meeting of the Legislature, in order that they may be provided for in the appropriations. This year, the time fixed within which these petitions will be at all received, is the 1st day of March next, and any district or locality which suffers from bad roads, bridges, the want of post offices, or other public accommodations, should prepare their petitions at once and forward them to the Colonial Secretary's Office. After the 1st of March will be too late. We deem it a duty to make these facts known, as many persons suppose that petitions of this nature, if given to their respective Members, will be presented when the House meets, and so time to receive consideration. This is a fallacy, of which the First Electoral District of King's County, as well as other Districts throughout the Island, which have been shamefully neglected, "can make a note on."

WE publish a most important despatch in-to-day's paper with regard to the Reciprocity Treaty and the terms upon which the American Cabinet are willing to renew that Treaty. This feared that the necessities of Canada will compel her to reject those terms, although their acceptance might prove highly advantageous to the Maritime Provinces. We have not time to offer any lengthened remarks on the subject this week, but may revert to it in our next issue.

THE SUNDAY MAGAZINE for January, 1896, has been received. Its contents are:—1. Annals of a Quiet Neighborhood; 2. One Father's Business; or, Methods to do Good; 3. King David, as the Prophet of Christ; 4. When our Children are absent; 5. The Three Boys; 6. Spoken from a City Pulpit on an Afternoon at Home; 7. The Bitter and the Sweet; 8. Here and There in the East; 9. Two Festivals Addresses; 10. A Funeral; 11. The Pastor's Widow; 12. In the Life of Our Lord; 13. The Calling to the Apostolate; 13. A Morning in a Sailor's Chapel; 14. The Book of Memory; 15. Psalms; 16. A House that beats the Public-House.

Also, "Good Words" for the same month, edited by Norman McLeod, D. D., and published by Messrs. Burns and Co., 10 St. Peter Street, Montreal. The contents of this No. are:—1. Madonna Mary; 2. A Story of Modern English Life; 3. My Darling Life; 4. Religion; 4. The Story of John Huss; 5. Two Panels from new Pictures; 6. Health of Body and Mind; 7. Jonathan Swift; (Dean); 8. Distinguished Settlers from Abroad; 9. A Question of Minutes; 10. The Children's Carols; 11. On the Enforced Pauses of Life; 12. Justification by Faith, and its First Preacher.

WE understand that the Mechanics Fishing Company, recently organized in this city, is not progressing very favorably. This is to be regretted, for, if properly conducted, it could not fail to prove remunerative to its individual members, and a benefit to the Island at large.

WE are not at present, nor have we been for some considerable time past, associated with any person in the editorial management of this paper.

### NEWS BY THE ENGLISH MAIL.

THE English Mail for this Island, which reached Charlottetown on Monday evening, has dates down to the 29th ult. The papers exhibit a death of news. Beyond a rumor that certain public buildings were to be burnt down by sundry Fenians, who are said to exist in the great metropolis, and the fact that public opinion still strongly sets against Governor Eyre, but also an appalling shipwreck of an Australian emigrant ship, by which some three hundred persons were lost, there is scarcely another item of interest. Spain is still agitated as will be seen from the following late intelligence:—

THE INSURRECTION IN SPAIN.—There is nothing more unsatisfactory than to try to make out the meaning of the bulletins that are published daily by the commanding officers who are conducting the campaign against Prim. There are no less than five columns, we are assured, in hot periods of the rebel, but we are at a loss to understand whether they are more unwilling or more unable, not only to get near him, but even to ascertain where he is.

Official intelligence announces that the insurgents forced the Guadiana, near Vallanueva Serena, on Monday evening, at six o'clock, and arrived at Vallanueva at seven. They left that place at eight o'clock, making hastily towards the Portuguese frontier. It is officially announced that Prim has not yet entered Portugal. Complete tranquility continues to prevail in Catalonia. Some armed men have, however, appeared in the vicinity of Reus. Order has not yet been disturbed at Sagunto. The movements of the troops in that province continue. On the 16th, the insurgents, under General Prim, were at Zalamea, a small village on the frontier of Portugal. According to letters from Madrid intelligence had reached that city asserting that Admiral Pantoja, commander of the Spanish squadron of the Chilean coast had committed suicide.

FRANCE AND MEXICO.—We have heard that the Emperor of the French has positively intimated to the Cabinet of Washington his willingness to withdraw his troops from Mexico at any moment on condition that the Government of the United States recognize the Empire of Mexico.

The French steamer *Caton* has been ordered to proceed on a cruise to Barcelona and other Spanish ports, and the captain is instructed, in case of need to place the ship at the disposal of the French consuls.

### SUPREME COURT.

The Supreme Court adjourned sine die on Wednesday afternoon. The first three days of the week were devoted to receiving new trials, and hearing arguments on reserved points, &c. On Tuesday, Harry Campbell, a prisoner, confined in Queen's Court, fell for contempt of the Court of Marriage and Divorce in refusing to pay his wife alimony pendente lite, was brought up on a Writ of Habeas Corpus. John Lawson, Esq., Q. C. and Mr. Reddin, in their arguments, maintained that the Commitment was irregular, and that the Sheriff who executed it was not an officer of the Court of Marriage and Divorce, and the latter had no right to punish contempt by imprisonment. E. J. Hodgson, Esq., replied ably and at considerable length. The Court took time to advise. In the case of Howat vs Dawson, Mr. Brecken moved for a new trial, on the ground that the evidence did not warrant the verdict. The Judge holding that that was a question solely for the consideration of the Jury, refused the application. They at the same time, however, intimated that if they had been the Jury they would have returned a very different verdict. The celebrated Sullivan and Ramsay case was disposed of on Wednesday. This time it came up in form of a proceeding at the suit of the Queen vs the defendants and Hugh Carr, for contempt in refusing to comply with an order of the Court requiring them to execute a deed of recovery of the land in dispute to Mr. Sullivan. When the Master's Report was read, the Messrs. Palmer took exception to it and objected to its being received but without success. The Court confirmed the Report, held that the three defendants were guilty of contempt, and after reciting the facts of the case from its commencement in 1863, sentenced them each to two years' imprisonment in the Jail of this County, "unless they shall comply with the order of the court by executing and delivering the Deed." The Messrs. Ramsay were also to pay the sum of £5 each to the Plaintiff's attorney for costs. Objections having been made to one of the covenants in the former Deed, a new one was prepared without the objectionable clause. The defendants then complied with the sentence of the Court and were discharged.—*Patriot*.

DO not forget the Entertainments to be given by the Members of the Charlottetown Amateur Dramatic Club, on Monday & Tuesday evenings next. They are well worth patronizing. See advertisement.

"AMY MOSS" will be concluded next week, after which we will commence publishing another story of equal interest, but not so long. We have also made arrangements to secure an original story, written expressly for THE HERALD, and which will be duly announced in the course of a few weeks.

TO CORRESPONDENTS.—"A Pupil" will receive early attention.

"Augustine Callaghan," Lot 11.—Letter with remittance duly received.

THE Summerside Bank is now in active operation. Its notes are already circulating freely. Its Days of Discount are on Wednesdays and Fridays. We hear also that a movement is on foot to establish a Bank at Alberton.

FATAL ACCIDENT.—Mr. Bernard Toole, farmer, residing near Bonshaw, was found lying and lifeless beside his horse and sleigh, which were both upset on the road near Cornwall West River, on Saturday evening last, between eight and nine o'clock, on his way from Charlottetown to his home. A Coroner's Inquest was held to-day (Monday), before John McNeill, Esq., one of the Coroners for Queen's County. Verdict: Came to his death from injuries received from the kicking of a horse. Unconscious has left a wife and family.—*Ex*.

TEMPERANCE MEETING.—On Friday evening, the 6th inst., a public Literary Entertainment was given at the Kildare River Institute, under the auspices of the Banner Division of Sons of Temperance. Notwithstanding that the weather was unfavorable, it proved to be a decided success. The meeting was addressed by Dr. O'Leary and George W. Howlan, Esq., M. P. P., both of whom handled the subject very ably. It is very cheering to those engaged in advocating the Temperance cause, to find our Republic so well represented on its side, and I trust that many others of their like Mr. Howlan, will be induced to enter their ranks. There were also several Recitations, which were very creditable, as also the singing. I understand the Committee are making arrangements for another such entertainment to come off in February.—*Com*.

### News by Telegraph.

FROM THE STATES.

NEW YORK, Jan. 22.

A Canadian paper says it knows that our Government will grant Reciprocity, if Canada will raise her Excise duties to the standard of ours, admit certain manufactures free, and enlarge her canals, the United States sharing the expense of the last enlargement.

Advices from Mexico, received at Washington, state that Juarez and the Republican Government had left Chihuahua on the approach of a powerful French force, and had gone to Paso.

A schooner was wrecked at Hatteras inlet on the 7th inst., and the captain and the colored mate were frozen to death. The other members of the crew were rescued badly frozen, after five days of exposure; they had subsisted during the last day on the body of the negro.

A fire in storage warehouse in New York on Saturday night last destroyed half a million dollars worth of property.

NEW YORK, Jan. 23.

Advices from Havana, of the 17th inst., contain dates of Mexico of the 9th inst.

The general situation of the Imperialists by their own accounts, is very unfavorable. The Mexican Imperial force, which left Manassas recently found the 4th Battalion starving and with a multitude of sick. The whole neighborhood of Acapulco had emigrated after having destroyed the wells. Desertions from the Imperial forces were very great.

Maximilian's Minister Plenipotentiary to France, and about 3000 soldiers belonging to the Foreign Legion, had arrived at Vera Cruz.

NEW YORK, Jan. 24.

A despatch states that the Montreal Board of Trade, yesterday adopted a resolution in favor of enlarging the Welland canal to the capacity of the St. Lawrence canal, in order to compete with the line canal for the shipping trade of the West.

The amendment to the constitution, abolishing slavery, was passed yesterday in the New Jersey Senate—that body reversing the action of last year on the same subject.

The steamer "Meteor" was yesterday seized at New York, by the United States Marshal, on information furnished from the Mexican Legation at Washington. She had cleared for Panama, and had on board 700 tons of coal, but no war materials. An application will be made to release the vessel, the owners giving the necessary bonds.

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