

The Quebec Daily Mercury.

MORES ET STUDIA ET POPULOS ET PRÆLIA DICAM. — Virg. Georg. IV. 5.

VOLUME LXII.—NUMBER 190.

FRIDAY EVENING, AUGUST 16, 1867.

PRICE THREE CENTS.

THE QUEBEC MERCURY,
(PUBLISHED BY THOS. CARY, RES., 1865.)
GEORGE T. CARY,
EDITOR AND PUBLISHER.

Rates of Advertising.
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All Advertisements, unaccompanied with directions, are inserted until forbid, and charged accordingly.
Orders for discontinuing Advertisements, to be in writing, and delivered the afternoon previous to publication.
Persons not having Accounts at this Office will be required to pay on giving Advertisements.

Terms of Subscription.
Yearly, \$4. Half-yearly, \$3. Quarterly, \$1 50, in advance, or by weekly payment at the rate of 74c. each week.

The Agents.
OUR AGENTS FOR UNITED STATES ARE S. M. Pettengill & Co., 119, Nassau Street, New York, and 10, South Street, Boston.
LONDON AGENTS—Mr. F. Algar, 11, Clement's Lane, Lombard Street.
Mr. G. STREET, 29, Cornhill, London, E.C., and Messrs. Bates, Headly & Co., 4, Old Jewry, London, E.C., are authorized to receive advertisements for the Mercury.
OTTAWA AGENT.—E. J. Chesley, Esq. Office Montreal Telegraph Buildings.

MARRIAGE LICENCES
ISSUED BY
GEORGE T. CARY, QUEBEC.
Office 3 St. Joseph Street, Upper Town,
(2nd door from foot of Fabrique Street.)
Office Hours from Ten to Four.

A CARD FROM
The American Watch Company
—OF—
WALTHAM, MASS.

THIS COMPANY has long been known to the citizens of the most prominent of Canada that they have made arrangements to introduce their celebrated Watches to their notice. They are prepared to prove that their watches are made upon a better system than others in the world.
They commenced operations in 1850, and their factory now covers four acres of ground, and has cost more than a million dollars, and employs over 1000 men. They produce 15,000 Watches a year, and make and sell not less than one-half of all the watches sold in the United States. Up to the present time it has been impossible for them to do more than supply the constantly increasing home demand; but recent additions to their works have enabled them to turn their attention to other markets.

The difference between their manufacture and the European, is briefly this: European watches are made almost entirely by hand. In them, all the mysterious infinitesimal organs which when put together create the watch, are the result of slow and tedious manual processes, and the result is not only a lack of uniformity, which is independent of correct time-keeping. Both the eye and the hand of the most skillful operative must vary. But it is a fact, except watches of the higher grades, European watches are the product of the cheapest labor of Switzerland, and the result is the worthless Ankers, Lepins, and so-called Patent Watches, which soon cost more in attempting to repair than their original price. Common workmen, boys and women, by the rough separate parts of these watches from various factories, polish and put them together, and take the nearest watch merchant. He stamps and engraves them with any name or brand that may be ordered—whether London, Paris, Geneva, or what not; and many a man who has had a genuine "M. I. Tobias, of Liverpool," (whose only fault is, that he can never regulate it to keep very good time), is really carrying a cheap and poor time-keeper.

How American Watches are Made.
The American Waltham Watch is made by no such uncertain process—and by no such incompetent workmen. All their operations, from the receipt of the raw materials—brass, the steel, the silver, the gold and the precious stones, to the completion of the watch, are carried on under one roof, and under one skillful and competent direction. But the great distinguishing feature of their watches, is the fact that their several parts are all made by the finest, the most perfect and delicate machinery ever brought to the aid of human industry. Every one of the more than a hundred parts of every watch is made by a machine—that infallibly reproduces every article with the most unvarying accuracy. It was only necessary to make one perfect watch of any particular style, and then to adjust the hundred machines necessary to reproduce every part of that watch, and it follows that every succeeding watch must be like it. If any part of any American Waltham Watch should be lost or injured, the owner has only to address the Company, stating the number of his watch and the part wanted, whether it be spring, pinion, jewel, or what not, and by return mail he would receive the desired article of the same watchmaker made up to its position. The Company respectfully submit their watches on their merits only. They have fully succeeded in overcoming popular prejudice in the States in favor of European watches, and solicit a thorough examination and fair trial for their manufactures elsewhere. They claim to make

A Better Article for the Money
by their improved mechanical processes than can be made under the old-fashioned handicraft system. They manufacture watches of every grade, from a good, low-priced and substantial article, in solid silver hunting cases, especially adapted to the wants of the farmer and hunter, to the most elegant and costly watches in plain gold or the finest enameled and jeweled cases; but the independent requisite of all their watches is accuracy. They are GOOD TIMEKEEPERS. It should be remembered that except their single lowest grade named "Home Watch Company, Boston," ALL WATCHES made by them

ARE FULLY WARRANTED
by a special certificate given to the purchaser of every watch by the seller, and this warranty is good at all times against the Company or its agents.
ROBBINS & APPLETON,
181, Broadway, New York.
ROBBINS, APPLETON & CO.,
125, Washington Street, Boston.
General Agents,
ROBERT WILKES,
Toronto and Montreal,
Agent for Canada.

Insolvent Act of 1864.
Province of Canada, } IS THE SUPERIOR COURT.
District of Quebec. }
In the Matter of
GEORGE VEZINA,
Of the City of Quebec, Merchant,
An Insolvent.

ON THE SECOND DAY OF SEPTEMBER Next, at Ten o'clock in the forenoon, or as soon as counsel can be heard, the undersigned will apply to the said Court, sitting at Quebec, for a discharge under the said Act.

LEATHER BELTING.
BEST QUALITY ENGLISH OAK TAN-NEED. Address Post Office Box 653, Montreal.
W. H. GLASSGOW,
Manufacture,
Quebec, June 1, 1867. j10-2m-134

Opposition Line to Montreal!

THE NEW AND FIRST-CLASS STEAMER
UNION,
CAPT. GEO. HUMPHREY.

Will leave the
ST. ANDREW'S WHARF,
FOR MONTREAL, EVERY
MONDAY AND THURSDAY,
AT EIGHT O'CLOCK P.M.,
Calling at Three Rivers.

CABIN PASSAGE, \$2.00, Meals and State-room Berths included.
RETURN Tickets Three Dollars.
STORAGE 25 CENTS.
Freight taken at 25 cent under tariff rates.
For further information apply at the Office of the St. Lawrence Tow Boat Company.
A. GABOURY,
Sec. St. Lawrence Tow Boat Co.
Quebec, Aug. 2, 1867. 178

FOR HA! HA! BAY,
MURRAY BAY,
RIVER DU LOUP,
CACOUNA,
& **TADOUSAC.**

TWO TRIPS PER WEEK.
THE SPLENDID NEW STEAMER

UNION,
CAPT. GEO. HUMPHREY.

Will leave Quebec, during the Season,
FOR HA! HA! BAY,
EVERY
SATURDAY MORNING,
AT EIGHT O'CLOCK, A.M. ARRIVING AT

MURRAY BAY, at 1 o'clock.
RIVER DU LOUP, at 5 P. M.
TADOUSAC, at 8 P. M.
HA! HA! BAY, at 12 P. M.
Returning—Will leave HA! HA! BAY at 6 A.M. SUNDAY, calling at TADOUSAC, and remain at RIVER DU LOUP till 7 A.M. on MONDAY, arriving at
MURRAY BAY, at 10 A.M.
QUEBEC, at about 3 P.M.
Will leave Quebec every Monday Evening at 8 o'clock, arriving in Montreal on Tuesday Morning.

To meet the wishes of a large number of persons, this steamer will, during the month of August, make an ANNUAL TRIP to Tadoussac, leaving St. Andrew's Wharf every WEDNESDAY MORNING at 8 o'clock, arriving at Tadoussac in the evening.
Returning, will leave Tadoussac every Thursday, at 5 A.M.
River du Loup at 7 A.M.
Murray Bay at 10 A.M.
Arriving at Quebec at about 3 P.M.
Will leave Quebec for Montreal every Thursday Evening at 8 o'clock, arriving in Montreal on Friday Morning.
This powerful vessel was, in 1866, built expressly for the Saguenay, and being constructed of wood is particularly secure and desirable for the route.

—FARES:—
Quebec to Murray Bay, \$1.00
Quebec to River du Loup, 1.00
Quebec to Tadoussac, 2.00
Quebec to Ha! Ha! Bay, 3.00
Return Tickets at the same rates.
For further information, application can be made at the Office, St. Andrew's Wharf.
A. GABOURY,
Secretary, 18
Quebec, Aug. 2, 1867.

NOTICE
IS HEREBY GIVEN THAT APPLICATION will be made at the approaching Session of the Parliament of the Province of Quebec, to amend the Incorporation Act of the Corporation of Pilots for the Harbour of Quebec and Below, in such manner as to change the period of the Election of Directors of the said Corporation.
Quebec, Aug. 7, 1867. 2m-182

An Elegant Series of Music Books
—FOR THE—
PIANOFORTE.

THE HOME CIRCLE, a Collection of Instrumental Music for the Piano, Harp, Violoncello, and Violin, including Marches, Waltzes, Polkas, Schottisches, Redowas, Quadrilles, Contradances, Piano Games, and Four-Hand Pieces, 2 volumes.
THE PIANIST'S ALBUM, a new collection of Instrumental Piano Music, forming the third volume of the "Home Circle." 1 vol.
THE SILVER CHORD, Songs, Ballads, Quatrains, Duets, &c. Piano Accompaniment, 1 vol.
SHOWERS OF PEARLS, Vocal Duets for two Sopranos, Soprano and Alto, Soprano and Tenor, Soprano and Bass, and Tenor and Bass. Piano Acc. 1 vol.
GRAND GERMAN SONG, the choicest productions of German composers, German and English words. Piano Acc. 1 vol.
GRAND SCOTCH SONG, a complete collection of the "rarest and fairest" Scotch Songs and Ballads. Piano Acc. 1 vol.
GEMS OF SACRED SONG, a choice collection of Sabbath Songs and Select Home Ballads. Piano Acc. 1 vol.
OPERATIC PEARLS, comprising all the most popular Songs, Quartets, Trios, &c. from the principal Operas.
The above are all of uniform size and style of binding. Price of each volume, Plain, \$2.50; Cloth, \$3.00. Cloth, full gilt, \$4.00. Sold in separate volumes, or set complete, by all Music Dealers, and sent post-paid by

OLIVER DITSON & CO.,
Publishers,
277 Washington St., Boston.
Quebec, Aug. 1, 1867. 118

LEATHER BELTING.
BEST QUALITY ENGLISH OAK TAN-NEED. Address Post Office Box 653, Montreal.
W. H. GLASSGOW,
Manufacture,
Quebec, June 1, 1867. j10-2m-134

ROYAL INSURANCE COMPANY OF ENGLAND.

Capital, TWO MILLIONS Sterling, and Large Reserve Funds.
Fire Department.

THIS Company continues to INSURE Buildings and all other descriptions of Property against LOSS or DAMAGE by FIRE, on the most FAVORABLE TERMS, and AT THE LOWEST RATES CHARGED BY ANY GOOD ENGLISH COMPANY.
All losses promptly settled, without deduction or discount, and without reference to England.
The large Capital and judicious management of this Company, insure the most perfect safety to the assured.
No charge for Policies or transfers.

Life Department.
The following advantages, among numerous others, are offered by this Company to parties inclined to insure their lives:—
Perfect security for the fulfillment of its engagements to Policy-holders.
Favorable rates of Premium.
A high reputation for Prudence and Judgment, and the most liberal consideration of all questions connected with the interests of the assured.
Thirty days' grace allowed for payment of renewal premiums, and no forfeiture of policy for unintentional mistake.
Policies lapsed by non-payment of premiums may be renewed within three months, by paying the premium, with a fine of ten shillings per cent, on the production of satisfactory evidence of the good state of health of the life assured.
Participation of profits by the assured amounting to two-thirds of its net amount.
Large Bonus declared 1855, amounting to 27 per cent. per annum on the sum assured being on ages from twenty to forty, 80 per cent on the premium. Next division of profit in 1866.
Stamps and Policies are not charged for.
All Medical Fees paid by the Company.
MEDICAL EXPERTS.—DR. ROWAND.

J. B. FORSYTH & CO.
AGENTS.
Quebec, June 1st, 1867. 149

NEW FANCY STORE
NOW OPENED AT
221, Fabrique Street.
(Opposite the Market.)

ORLEANS FERRY.
ON and after MONDAY next, the 27th inst. the "MAID OF ORLEANS" will resume her Regular Summer Trips, calling at Indian Cove and St. Joseph.

Leaves the Island LEAVES QUEBEC.
At 8.15 A.M. At 11.00 A.M.
At 2.30 P.M. At 4.00 P.M.
At 5.00 P.M. At 6.00 P.M.
Besides an Early Trip on Market Days, and two trips on Sundays. The Steamer does not undertake to stop at Indian Cove during a cesterly gale. On Saturdays the last trip of the Boat will be one hour later.
By order,
P. PLANTE,
Master.
Quebec, May 25, 1867. 6m-122

Freight to and from Montreal.

THE St. Lawrence Tow-Boat Company's First-Class Steamers
ROYAL, ALBION,
RANGER, LAIGLE,
ST. ANDREW, SAMPSON,
Will carry Freight to and from Montreal, at 40 per cent under Tariff Rates.
For further information apply at the Company's offices, in either City.
A. GABOURY,
Secretary.
Quebec, June 7, 1867. 132

ICE! ICE!!
PERSONS intending to subscribe for ICE, for the Season or by the Month, will please send in their names and places of residence as soon as possible.
Parties living outside the toll gates can have the Ice left daily at the tolls.
Double quantity left on Saturday for Sunday use. Terms moderate. Delivered in all parts of the city.
LEON AREL,
Champion Market.
Quebec, May 11, 1867. 6-111

DEKUYPER'S GIN.
Now Landing ex "Mary Durke," from Antwerp:
50 HDS. Dekuyper's Geneva.
200 Green Cases do do.
For sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

PALE SEAL OIL.
75 BARRELS PALE SEAL OIL,
7 Hds. do do do.
For Sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

Seal Skins.
JUST RECEIVED:
EAL SKINS.
For Sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

DEMERARA SUGAR.
Now Landing ex "Arthur," from Liverpool:
15 HDS. Extra Bright Demerara SUGAR.
For Sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

JAVA COFFEE.
Now Landing ex "Arthur," from Liverpool:
16 BAGS JAVA COFFEE.
For Sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

Playing Cards.
Now Landing ex "Mary Durk 2," from Antwerp:
3 CASES PLAYING CARDS.
For Sale by
JOHN LEMESURIER & CO.
Quebec, June 18, 1867. 141

Insolvent Act of 1864.
CANADA } IS THE SUPERIOR COURT.
Province of Quebec, } District of Quebec.
In the Matter of
JAMES ROWBOTTOM,
Insolvent.

ON the Third day of OCTOBER next, the undersigned will apply to the said Court for a discharge under the said Act.
JAMES ROWBOTTOM,
Attorney at Law of the Insolvent.
Quebec, July 21st, 1867. a3-2m-119

Insolvent Act of 1864.
In the Matter of
ANDREW MULHOLLAND,
An Insolvent.
A DIVIDEND SHEET has been prepared, subject to objection until the 26th day of August instant.
A. PHASEL,
Official Assignee.
Quebec, Aug. 1, 1867. a3-179

WESTPHALIA HAMS.
3 CASES Extra Choice WESTPHALIA HAMS, Just Received.
For Sale by
ADAM WATTRES,
11 & 13, John Street,
Quebec, July 10, 1867. 159

RICHELIEU COMPANY.

Royal Mail Line Between
Quebec & Montreal.

THE NEW & SPLENDID IRON STEAMER
QUEBEC,
CAPT. J. B. LABELLE,
Will leave the Napoleon Wharf for Montreal,

TUESDAYS, THURSDAYS & SATURDAYS,
AT 4.30 O'CLOCK, P. M.,
AND THE SPLENDID NEW STEAMER
"MONTREAL,"
CAPTAIN ROBERT NELSON.

MONDAYS, WEDNESDAYS, AND FRIDAYS,
Calling at Batican, Three Rivers and Soré.
Cabin, \$3, Meal and State Room Berth included; Steerage, \$1.
Tickets sold and State Rooms secured at the Office on the Wharf.
The arrangements of this Line are most complete, and the advantages presented to travellers unequalled.
The Company will not be accountable for Specie or valuables, unless Bills or Letters, having the value expressed, are signed therefor.
Further information may be obtained at the Office on the Napoleon Wharf.
J. E. DESCHAMPS,
Agent.
Quebec, May 6, 1867. 107

The Ottawa River Navigation Company.

MAIL STEAMERS, 1867.

MONTREAL TO OTTAWA CITY, Daily (Sundays excepted), stopping at St. Ann's, Oka, Combe, Hudson, Point aux Angles, Rigaud, Carleton, Point Fortune, Grenville, L'Orignal, M. Mills, Laprairieville, Brown, Trousseau and Buckingham.
THE SPLENDID NEW FAST SAILING STEAMER
"PRINCE OF WALES,"
Captain H. W. SHEPHERD.
"QUEEN VICTORIA,"
Captain A. BOWIE.

A Train leaves the Bonaventure Street Depot every morning, (Sundays excepted) at SEVEN o'clock, to connect at Lachine with the Steamer "PRINCE OF WALES," (breakfast) for Carleton, passing through Lake St. Louis, St. Ann's Rapids, and Lake of Two Mountains, from Carleton by Railroad to Grenvilleville, join the Steamer "QUEEN VICTORIA," (Dinner) for Ottawa City. Arrive 6.30.
Downward, the Steamer "QUEEN VICTORIA," leaves Ottawa City at 6.30 a.m., passengers arriving at Montreal at 4.45 p.m.
The comfort and economy of this Line is unsurpassed while the route passes through one of the most picturesque districts in Canada, and is the most fashionable for Tourists.
Passengers for the celebrated Caledonia Springs will be landed at L'Orignal.
PARCELS EXPRESS daily from the office to Ottawa and intermediate landings.
Baggage checked through by Railroad to Ottawa and intermediate landings may be obtained at the office, Mercantile Library Building, Bonaventure Street, (nearly opposite Bonaventure Hall), or on board the Steamer.
Single and Return Tickets to Ottawa can also be obtained at the Bonaventure Depot.
MARKET STEAMER "DAGMAR,"
Capt. McGowan.

Operates—Leaves Canal Basin, Tuesdays and Downwards—Leaves Carleton Mondays and Thursdays, at 6 a.m.
R. W. SHEPHERD,
Quebec, May 16, 1867. 115

1867. CANADIAN 1867.
INLAND
STEAM NAVIGATION COMPANY
ROYAL MAIL THROUGH LINE
For Beauharnois, Cornwall, Dickinson's Landing, Morrisburgh, Prescott, Brockville, Gascoque, Kingston, Colborne, Port Hope, Hamilton, Toronto and Hamilton
Direct without Transhipment.

NOTICE.
PUBLIC NOTICE is hereby given that an action en separation de biens, has, this day, been instituted by Dame SERAPHINE TERROUX, of the Parish of St. Germain, in the County of Bellechasse, in the District of Montmagny, wife of SAMUEL EGÈNE FERDINAND WELLET, of the same place, Miller, against the said SAMUEL EGÈNE FERDINAND WELLET, before the Superior Court of Canada, of the Province of Quebec, sitting in the District of Montmagny, under the No. 101.
G. MIVILLE DE CHÈNE,
Attorney for Plaintiff.
St. Thomas, 25th July, 1867. 1m-172

Insolvent Act of 1864.
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ON the Third day of OCTOBER next, the undersigned will apply to the said Court for a discharge under the said Act.
JAMES ROWBOTTOM,
Attorney at Law of the Insolvent.
Quebec, July 21st, 1867. a3-2m-119

SMOKED SALMON,
EX SS. LADY BEAD.
CHOICE SMOKED SALMON Just Received and For Sale by
ADAM WATTRES,
11 & 13, John Street,
Quebec, July 15, 1867. 162

NOTICE.
ALL BOOK ACCOUNTS MUST BE settled at once by CASH PAYMENT or otherwise.
From this date, all SALES will be positively for CASH ONLY, with a liberal discount, as the Stock must be cleared out by the 1st AUGUST.
T. LAIDLAW & CO.
Quebec, May 22, 1867. 120

1867  1867

RICHELIEU COMPANY'S
New Day Line
BETWEEN
QUEBEC AND MONTREAL.

THE SPLENDID BESSEMER STEEL STEAMER
"CANADA,"
CAPTAIN L. B. VOLIGNY.

Will leave the Napoleon Wharf, every TUESDAY, THURSDAY and SATURDAY MORNING, during the Season of Pleasure Travel, at SEVEN o'clock, for MONTREAL, and returning from Montreal will leave on MONDAY, WEDNESDAY and FRIDAY, at 8 A.M., and will run through by daylight.
The Steamer "CANADA" has been constructed and furnished with special reference to the wants of the Pleasure Traveler upon the St. Lawrence River, and for speed, elegance and safety, is equal to any steamer in America.
Passengers by this route have ample opportunity for viewing the Grand and Historic Scenery of our magnificent River St. Lawrence.
CABIN FARE, (including Breakfast and Dinner,) \$3.50.
Tickets can be procured at the Office on the Wharf.
J. E. DESCHAMPS,
Agent.
Quebec, July 30, 1867. 175

GRAND TRUNK FERRY.
ON AND AFTER MONDAY, the 15th July, the GRAND TRUNK FERRY STEAMER will run as under, until further notice:—
LEAVE QUEBEC. LEAVE POINT LEVI.
5.30 A.M. 7.00 A.M.—Mail Train from Montreal & the West.
7.30—Mixed Train for Richmond & Way Stations. 8.00
8.30—Express for Riv. du Loup, on Tuesdays and Thursdays. 9.00
9.00 11.20—Excursion from Riv. du Loup on Mondays, 1.00 P.M.
10.30 12.00—Passengers & Mails for Riv. du Loup. 2.20
2.00 P.M.—Express for Montreal and the West. 5.00
3.00—Excursion to Riv. du Loup on Saturdays. 7.30—Mixed Train from Richmond & Way Stations. 8.30—Express from Riv. du Loup on Wednesdays and Fridays. 9.45—Express from Montreal and the West.
A. GABOURY,
Secretary St. Lawrence Tow Boat Co.
Quebec, July 22, 1867. 168

Grand Excursion
TO THE FINE-FAVORED
River Saguenay!
AND SEA-BATHING
—AT—
MURRAY BAY, CACOUNA AND TADOUSAC.

COMMENCING ON
Tuesday, the 25th Instant,
The magnificent Iron Steamer
"MAGNET,"
(Captain FAUBERT),
Will leave the NAPOLEON WHARF, Quebec, every TUESDAY and FRIDAY MORNING, during the Season, at SEVEN o'clock, for the River Saguenay to Ha! Ha! Bay, calling at Murray Bay, River du Loup and Tadoussac.
No expense or inconvenience in exchanging boats at Quebec; in every instance the Steamer is brought alongside of each other.
This splendid steamer is built in water-tight compartments, of great strength, and equipped with every appliance for safety, and acknowledged to be one of the best Sea Boats afloat. She is fitted up with large Family State-rooms, most comfortably furnished, and in every respect second to none on the Canadian waters.
Return Tickets, good for the season, will be issued, and may be obtained on application to the Agent at the Hotels, or at the Office Napoleon Wharf.
JAMES STEVENSON,
Agent.
Quebec, June 18, 1867. 2m-141

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COMMENCING ON
Tuesday, the 25th Instant,
The magnificent Iron Steamer
"MAGNET,"
(Captain FAUBERT),
Will leave the NAPOLEON WHARF, Quebec, every TUESDAY and FRIDAY MORNING, during the Season, at SEVEN o'clock, for the River Saguenay to Ha! Ha! Bay, calling at Murray Bay, River du Loup and Tadoussac.
No expense or inconvenience in exchanging boats at Quebec; in every instance the Steamer is brought alongside of each other.
This splendid steamer is built in water-tight compartments, of great strength, and equipped with every appliance for safety, and acknowledged to be one of the best Sea Boats afloat. She is fitted up with large Family State-rooms, most comfortably furnished, and in every respect second to none on the Canadian waters.
Return Tickets, good for the season, will be issued, and may be obtained on application to the Agent at the Hotels, or at the Office Napoleon Wharf.
JAMES STEVENSON,
Agent.
Quebec, June 18, 1867. 2m-141

Grand Excursion
TO THE FINE-FAVORED
River Saguenay!
AND SEA-BATHING
—AT—
MURRAY BAY, CACOUNA AND TADOUSAC.

MONTREAL
OCEAN STEAMSHIP COMPANY.

1867. SUMMER 1867.
Passengers Booked to Londonderry or Liverpool.

Return Tickets Granted at Reduced Rates.
THIS COMPANY'S LINE is composed of the following First Class Steamships:—
AUSTRIAN 2650 tons Capt. Aiton.
NESTORIAN 2650 tons " Dutton.
PERUVIAN 2650 tons " Ballantyne.
MORAVIAN 2650 tons " Wylie.
HIBERNIAN 2411 tons " Brown.
NOVA SCOTIAN 2300 tons " Kerr.
BELGIAN 2220 tons " Grange.
N

The Mercury, being the only Daily Evening Newspaper in Quebec, and at all times fully up with the very latest Maritime and General Intelligence, offers to the public the most desirable Advertising channel.

NEW ADVERTISEMENTS.

Richelieu Company—J. E. Deschamps, Province of Canada—L. H. Huot, Reduction of Dry Goods—Leger & Binnet, Cheap Glass-Ware—Casey & Co., French Parasols—do, Wagons, &c.—do, Meeting of Victoria Rifles, English Periodicals—Sinclair & Son, M. O. S. Company—Allans, Rae & Co., Opera Choruses—Oliver Ditson & Co., New Song—do, Bismarck's Perfumery, English Papers—Sinclair & Son, Temperance Hall—T. O. F., Quebec Post Office—John Sewell, American Invoices—Thos. Worthington, Quebec Gas Company—P. Peables, New Dominion Monthly—J. Daugall & Son, Mrs. S. A. Allen's Hair Restorer and Dressing, The Civil Code—Middletown & Dawson, Tenders for Supplies—Commissariat, Valentin Bains—John Lemercier & Co., Young Hyson—do, Rice—do, M. O. S. Co.—Glasgow Line—Allans, Rae & Co. Every Saturday—Sinclair & Son, Grapes, &c.—A. Watters, School Teacher Wanted—Wm. R. McRae, Time Tables—Middletown & Dawson, Reduction on Summer Stock—Glover & Fry, DeHaven's Imperial Circus.



PROVINCE OF QUEBEC, LT.-GOVERNOR'S OFFICE, 18th July, 1867.

HIS EXCELLENCY THE LIEUTENANT GOVERNOR OF THE PROVINCE OF QUEBEC will receive persons desirous of seeing him on business, on TUESDAYS and THURSDAYS of each week, from 11 A.M. to 1 P.M., and from 2 P.M. to 4 P.M., until further notice.



QUEBEC POST OFFICE, 1st of August, 1867.

MAILS for the United Kingdom per Canada Mail, via the River St. Lawrence, will be closed every SATURDAY in August at 10 a.m. Supplementary Bag at 10.30 a.m. Per Canada Line, via New York, on SATURDAYS, the 3rd, 17th and 31st of August, at 6.00 p.m. And via Boston, with Mails for Halifax, Newfoundland and Bermuda, on SATURDAYS, the 10th, and 24th of August, at 6.00 p.m. Mails for Montreal, Three Rivers, Sorel, &c., per Steamer, at 3.00 p.m. Mails per Grand Trunk, West, for Way Offices, Montreal, Canada West, United States, &c., at 6.00 p.m. Supplementary Bag, at 11.00 a.m. Mails per Grand Trunk to River de Loup and East, at 10.30 a.m. Supplementary Bag, at 11.00 a.m. All letters posted for Supplementary Bags must be prepaid by stamps. All registered letters must be prepaid and posted fifteen minutes before the hours at which mails are advertised to be closed.



Quebec Mercury, FRIDAY EVENING, AUGUST 16.

THE VERY LATEST BY TELEGRAPH.

THIS EVENING'S DESPACHES.

SIX O'CLOCK.

Very Latest by the Cable.

LIVERPOOL, Aug. 16, NOON.

QUEENSTOWN, Aug. 16, 2 P.M.

LONDON, Aug. 16, 2 P.M.

LIVERPOOL, Aug. 16, 2 P.M.

AMERICAN NEWS.

NEW YORK, Aug. 16.

The Express says: Money is abundant at low rates; demand freely met at 3 to 5 on call. Discounts quiet. Currency is flowing

outward and South to same extent. Gold steady at 140; Government sales of gold relieve the pressure. Railroads opened from both ends of a paper here to-day, pretends to give extracts from supposed reports of the Treasury Department, showing that owing to mismanagement in Treasury Department hundreds of thousands of dollars have been over issued.

THE GRAND DUKE ALEXIS.

The Liverpool Times of the 3rd inst., received by to-day's English mail, says: The Grand Duke Alexis, third son of the Emperor of Russia, arrived at Cadix on the 19th instant, after a visit to Malta and Gibraltar. His imperial highness holds the rank of a lieutenant in the Russian navy, and is about to embark on board the steamfrigate Alexander Nevski, and will shortly enter upon a voyage of observation in the Atlantic Ocean.

MARITIME PROVINCES.

A leading issue at the New Brunswick elections will be the location of the Intercolonial Railway Line. In various sections of the Province, meetings are being held, and candidates pledged to particular lines. The scene at the election in Northumberland, N. B., must have been rich. The Antis forgot to demand a poll, and the sheriff, after pausing up and down a few minutes, declared the Confederates elected. The Antis gnash their teeth at their own stupidity. Cyrus W. Field has been at Charlottetown, P. E. I.

THE INTERCOLONIAL RAILWAY.

MR. MITCHELL APPROVES OF THE SOUTHERN ROUTE. In the course of his address to his constituents at Newcastle New Brunswick, on Tuesday the 6th instant, the Honorable the Minister of Marine under the new Dominion, alluded to the Quebec and Halifax Railway in the following language:—

Gentlemen, I know you expect me to say something about the Intercolonial Railway, and I am ready to say it, because I know it is a subject that finds a ready response in every heart. You have heard a good deal through the St. John Globe and Freeman in reference to this matter. By those newspapers I have been time and again called evil genius of St. John, they said I was Mr. Tilley's master, and that I managed to manipulate him to suit my own sectional views. Gentlemen, these vituperative stunts are ready for anything, and will say anything for a consideration, or where there is a dark and tortuous policy to serve. They want to sow discord between Mr. Tilley and myself in order to carry out their own nefarious designs, and to play into the hands of those who know how to use them but too well. The Railroad question, with the North and South, is not only a question of Counties, but it is a question of Nationality, Central, or Southern. In numerical strength I am, therefore, at a disadvantage; but I can count on something more telling than even votes are, powerful though they be: I count upon arguments that are written upon our forests—that can be traced in the flow of our rivers—that pervade our vast mineral resources, and that reach far into our Gulf. These are the arguments which I depend—the logic of facts, which will give me a supremacy in argument which no gossamer can resist. When I look at our Gulf, presenting an area of wealth not equalled by any fishing water in the world; when I turn to our forests, and see them waving in unbroken extent with the kinds of wood that the commerce of the world requires; when I extend my gaze beneath the surface and see slumbering there, in rich profusion, a variety of wealth yet undeveloped, even in its initial form; when I look at our alluvial soil, and which the railway will pass, that only requires to be tilled with a hoe to supply us to a harvest;—in a word, when I look at the configuration of our Province, and the level country traversed by Major Robinson's survey, I feel that I can say what Lieutenant Maury said in reference to the Atlantic Telegraph; that what nature had done in the bottom of the sea for an Electric Cable she had also done on the Northern route for the Intercolonial Railway. These are my facts—these are my arguments; with these I march boldly to the contest, and with these I trust to succeed in locating a Northern line through New Brunswick.

THE WASHINGTON CRISIS.

The expulsion from office of Mr. Secretary Stanton has aroused the indignation of Mr. Secretary Seward. For some time past there has been a conflict of sentiment between the President and the Secretary of State, and the decisive action taken by the former will in all probability, it is thought, lead to the resignation of Mr. Seward.

THE PERUVIAN PASSAGE.

In reference to the tardy passage of the Peruvian, and the foul weather which detained her, the following gives evidence that the Commander, on the same track, was also behind hand, and took as long to get to her destination. The New York World says:—The English steamers must look well to their laurels. They are being dethroned in the race across the Ocean Ferry rather too often now-a-days by the French and German mail steamers. Yesterday the French steamer Pereire brought the European mails to the 3rd inst., while the Cunarder, which left Liverpool on the same date, had not been heard of at Halifax. Neither has the human steamer, with the English mails to the 1st inst., arrived at this port up to the hour of writing.

R. R. ACCIDENT AT ST. LAMBERT.

A special train of two platform-cars, two box cars, and a first class-car, was on Wednesday conveying to Richmond the Quebec troops from Montreal. The 620 N.W. train for New York should, however, left first; and the Switchman at St. Lambert, thinking it was the regular train for New York, then, due, turned the switch for that track which is narrow gauge. The broad-gauge cars, of course, went off the track and fell over the embankment. The two cars with horses turned completely over, and yet the horses did not seem to be much hurt. The statement of the Montrealer, that one of the circus men was killed, must be a mistake as no one was materially injured. The cars suffered considerable damage, and the track was considerably torn up.

MONTREAL VOLUNTEERS COMING DOWN TO-NIGHT.

By a telegram received at the Brigade office to-day at one o'clock, Colonel Lamontagne was informed that the "Victoria Rifles" Regiment of Montreal will leave that city to-night in the Columbia, on a visit to Quebec. No notice having been received by any of the Volunteers here of the intention of their companions in arms to honor Quebec with a visit, there is little time to give them all the honors due to so famous a corps in our Provincial Volunteers.

The Montreal Victoria Corps was organized by Colonel Wilby and subsequently commanded by Colonel Devlin. The Quebec Victoria Rifles, with the Quebec Rifle Band, will be in attendance on the Napoleon wharf, at six o'clock, to receive them, and on landing it is expected they will march direct to the Drill Shed which has been placed at their disposal by the Commandant for their stay.

CUSTOM HOUSE RECEIPTS.

The amount collected at the Custom House to-day was \$2765.27.

COMMANDER OF THE FORCES.—Sir John Michel and Lady Havelock arrived from Casanua by to-day's train, and embarked on board the mail steamer for Montreal.

How THE CITY TREASURY IS FILLED.—Some one having instructed the clerks in the City Treasurer's office not to press, till the elections are over, for claims due in the suburban wards, Mr. Boomer finds he has more French "threatening letters" on hand than he knows what to do with, and so is sending the missives (which, to many might, as well be Greek,) to all the English speaking taxpayers in arrears, substituting \$35 for \$5, to make up for the deficiency in the uppaying wards. This unusual levying of exorbitant taxes for the benefit of one particular section to the ruin of another, is operating hard on many honest tradesmen, and fast driving from Quebec its very natives, who, after passing the better part of their lives within its walls, are compelled by the heavy taxes on their business, to leave the country and curse the mismanagement, if not the rashness, of those who have done so much to drive them impoverished and as criminals from the soil.

THE BELL NUISANCE.—In summer time, when to exist one is compelled to keep their doors and windows open, the police should be instructed to stop needless driving about the streets with bells. The scissor-grinding black man, on foot, who presumes to ring away on a handbell as if the whole street belonged to him, though a respectable personage in his way, is even a greater nuisance than another of the confraternity, who with a painted horse-looking van decked with umbrellas to mend, gallops past as if it were an engine bound for some new configuration. Save in winter when other vulgar sounds are hushed by the welcome snow, and the chimes harmonize with the sarrons-dings, and all business is confined within spring doors, loud sounding bells, as on foot or in vehicles are a decided annoyance to the peace of Her Majesty's subjects.

PRESENTATION.—A silver tea service was presented, yesterday evening, to Mr. A. S. Maclean, local superintendent of the Grand Trunk Railway, Point Levis, by the employees of the River du Loup, Richmond and Quebec sections of the line, as a slight token of their great esteem and regard for him. The service which consists of the most costly and elegant articles of the kind to be found in the establishment, was purchased at the Sheffield House.

THE CIRCUS.—DeHaven's Imperial Circus opened this afternoon before upwards of a thousand spectators, including many leading families. The entré of the troupe, the gymnastics, the song of the clown, and the feats of the junior acrobat elicited much applause. They close to-morrow evening.

RECEPTION OF THE VICTORIOUS OARSMEN AT ST. JOHN.

The victorious St. John (N.B.) oarsmen, fresh from their international race at Paris, had a royal reception here on Tuesday. As they landed from the Boston boat, salutes were fired from the wharves and the half-dozen heights of the city, while large crowds of people gathered on the wharf and vociferously cheered. The crew were received by the city people, placed in a large four horse carriage, and made the grand centre of a long procession of citizens headed by the band of the 15th Regiment. Hundreds of flags and holiday decorations adorned the shipping, public buildings and streets. In the early evening everybody was out, and huge bonfires blazed from the height and fireworks flashed over and lighted up the city. The oarsmen attended the theatre, and were enthusiastically received by a crowded house. Such a season of rejoicing and hilarity has seldom been experienced in St. John.

A WARNING TO BOYS.—Last evening, a son of Mr. Coulo, Duke street, while hanging in the tail board of a wagon, was so severely injured that but slight hopes are entertained of his recovery. The lad was following the wagon for the purpose of having a ride, and on catching hold of the back part, jumped up to support himself by his arms. In doing so, one of his legs entered between the spokes of the wheel, and was shattered to pieces, the bones protruding through the flesh.

BIG TREES.—Prof. Swallow, of the Missouri Geological Survey, claims that State rivals California in the matter of gigantic trees. He specifies a number of trees in Howard, Mississippi, and Cape Girardeau counties, Southeast Missouri, which are remarkable for size. The largest is a grand measure forty three feet in circumference, another seventy three feet, and a third one hundred feet in circumference, and one hundred feet in height. Venice is eager to renew her old bonds with the E. A. letter in the Montrealer states that it is proposed to establish a direct line of steamers between the Queen of the Adriatic city and Alexandria, and that the Viceroy of Egypt is very favourable to the enterprise, and willing to pay two-thirds of the necessary subvention.

THE SIEGE OF MEXICO.

STORY OF AN ENGLISH RESIDENT.

"One of the Besieged," whose letter is dated from the city of Mexico on the 26th June, writes to the Times giving an account of the terrible siege of that city. He says:—Thinking that from the recent tragic events in this unhappy country a good share of public interest will be attracted towards it, I venture to send you a short account of the terrible siege of the capital, which has just sustained—one of the worst, perhaps, taking into account the size of the place, that this country has seen in the whole world. This can easily be imagined when it is known that during the 67 days the siege lasted no food entered the city, containing over 200,000 inhabitants, who had not only failed to make any previous provision or preparation for it, but during the preceding two months had been unable to get the usual supply, owing to the partial blockade of the city, and also to the shortsighted policy of the Government in seizing many of the Indians who brought provisions, to serve in the army and thus deterring others from venturing to the market with their goods. Necessaries of life, therefore, rose to a fabulous price, bread being from 10s. to 12s. per lb., meat of less than 10s. per lb., horse flesh from 9d. to 1s. Indian corn or maize, which is sometimes sold for 8s. a cagg of 200 lbs., was 20s.; Jean Vero's 8s. each, eggs three for 2s. Many of these prices were merely nominal; it was often impossible to get four or maize for love or money, as there was no regular sale of them in the markets. Those who had them were obliged to keep it a profound secret, for immediately it was known the Government pounced upon them and gave them to its soldiers; they had, in fact, the power to enter any house to search for provisions. I have seen soldiers go into the miserable huts of the poor and bring out a few handfuls of maize that the inmates had carefully hoarded up. Hundreds, if not thousands, died of starvation, and those who were left had hardly strength left to crawl up to you in the streets to ask for alms. The scene at the panaderias, or bread shops, before their stocks were exhausted, which happened about three weeks before the termination of the siege, was most heart-rending. There were only three open in the whole city; the doors were crowded at one or two o'clock in the morning, in order to get a good place for the bread to be baked. All of the streets leading to them were lined with people. Outside one near where I lived five persons were found dead one morning, having dropped down from exhaustion. Many others perished by the crash, or by the swords of the soldiers, put there to guard the place. There was sometimes an opportunity of leaving the city, of which thousands availed themselves at the risk of being shot on the way. In fact, seven women and children were killed by one shell while half-way between the two camps, for white flags received no respect, the only chance being that both sides were wretched marksmen.

While the poor suffered so fearfully the rich had also their share; forced loans never to be paid and contributions following in quick succession. Those who refused to pay were put in prison, without anything to eat or drink, until they did; while others who hid themselves had their houses guarded to prevent the entry of any food for their wives and children. Nearly half the money, moreover, thus collected went into the pockets of the chief officials. All commerce of course, was suspended, the only life in the streets being that of the troops of foot, one about sixing almost any one they caught, and searching houses for horses and the carriage of the wounded to the hospital. It is needless to dwell on all the horrors which are common to all sieges. I cannot, however, help mentioning one that came under my notice. A poor man who had lately lost his wife and was left with three little children was seized one day by the press-gang, or levée, while out searching for food for his little ones, whom he had left locked up at home. He begged and prayed to be allowed to go home to let them out and give them to mend and do so. This was refused him till the third day, when he found them dead. Another incident occurred at the trenches of the two camps. The Liberals, or besiegers, stuck up a dead horse, with a large placard, with "Carne para los traidores" (meat for the traitors). The besieged, or Imperials, answered by putting up an old woman who had died of starvation, with "Carne para los cobardes" (meat for the cowards), a stinging reproach for their not properly attacking the place, instead of trying to starve it out.

A YANKEE OPINION OF THE BRITISH FLEET.—The New York Times of the latest date says:—"The magnificent pageant at Spithead, the other day, was probably unsurpassed by anything in English naval annals, unless it be the famous Cherbourg review. Yet, perhaps in the point of novelty, it created less surprise, with all its splendour, than the solitary little war-vessel Miantonahow, when she first steamed into the British channel. It is to England's credit that, with all her faults in iron-clad construction, she was able to show so formidable a numerical array in her home squadron. Yet the very excellence of one or two of her armoured ships is the condemnation of the rest. The excellent Bellerophon, for example, was a visible rebuke to the Warrior, Black Prince, Achilles, and Minotaur. She was nearly 3000 tons smaller than they, and yet, by her ease of manoeuvre speed, and far surpassed her four unwieldy sisters, lumbering through the water in a helpless condition. The Bellerophon again carried American principles of construction of armour as far as it is ever likely to be carried in a broad side ship, protecting, as she does, only her water-line, and enough of her centre to carry six guns on each broadside. As to the Royal Sovereign, Capt. Cowper Coles' Chief Engineer, she amounts to nothing at all, for the meagrest monitor vessel of her extent is a high-sided turret ship. The turret and the low monitor hull are correlative, and it is wrong to attempt to imitate without the sense than to imitate neither. The Myscen is one of Laird's steam monitors, built for the rebels, and of much account; and the smaller craft, like the Viper, Vixen, and Waterwile, (pronounced, doubtless by a good share of the spectators, Wiper Wixen and Waterwile,) only add numbers without efficiency. But the Bellerophon is a formidable vessel, and condemns the rest by her presence."—Liverpool Courier July 31.

PARIS, Aug. 15.

Despatches from Constantinople state that the Turkish Government, after giving due consideration to the collective note of the European Powers, has come to the conclusion that it cannot admit the intervention of other governments in the affairs of the Island of Candia, and refused to consent to the joint enquiry proposed.

AMERICAN NEWS.

WASHINGTON, Aug. 15.

An official letter from our Consul at Vera Cruz, dated August 1st, gives information of the arrival of Santa Anna at that port. The order of the Mexican Government is to confine him in the Castle of San Juan de Ulloa.

BUFFALO, Aug. 15.

There was not so large an attendance at the races to-day as yesterday. Rich won the two mile race in 5.10 and 5.07. The double team race, for \$1,250, was won by Rainbow and mate in 2.43, 2.39 and 2.42.

INDIANAPOLIS, Aug. 15.

McMinnaway, the murderer of Mr. Johns, the telegraph operator at Gosport, last spring, has been convicted and sentenced to State prison for life.

PUTTING IT MILDLY.—There was a little passage in the House of Lords recently, between a Duke and an Earl, which shows in a striking manner the difference between the Parliamentary and the Congressional way of charging an opponent with untruth. His Lordship, in his blandest manner, said:—"I beg to call the attention of my noble friend, the noble Duke, to an observation which my noble friend, the noble Duke is reported to have made, and which my noble friend, the noble Duke will find upon reflection, to be inconsistent with strict veracity." Of course his noble friend, the noble Duke, made the proper explanation or apology.

WHAT A WONDERFUL DISCOVERY.

In Perry Davis Vegetable Pain Killer! It not only cures the fits of the human family, but is also the sure remedy for horses with colic. It has never been known to fail in a cure of the worst cases; and for sprains, galls, &c. it never fails—try it once. Directions accompany each bottle. Sold by druggists generally.—Knox County (Ky) Democrat.

By Telegraph This Day

Reported for the Daily Mercury.

MIDNIGHT DESPACHES.

BY THE CABLE.

LONDON, Aug. 15, EVE.

Consols closed at 94. U. S. 5 20's, 73. Illinois Central, 78. Erie, 45. Atlantic and Great Western, 21. The weekly returns of the Bank of England show that the amount of specie in its vaults has increased £235,000 since last report. The House of Lords have decided the appeal in the bankruptcy case of Overend, Gurney & Co., which was brought before them, in favor of the liquidator.

FRANKFORT, Aug. 15.

Last night a disastrous fire broke out in the Domkirk, a Roman Catholic cathedral of this city, a structure of great antiquity, dating from the year A.D. 1125, and famous for its architectural beauty and historical associations. All the elaborate decorations of the interior were destroyed, and the walls, roof and tower so badly injured that it will probably be necessary to take the whole building down.

CONSTANTINOPLE, Aug. 15.

His Royal Majesty the Sultan on his return to Constantinople received an address from the Grand Vizier, whom he left in charge of the Government during his absence. In his reply to this address, the Sultan after reviewing his recent journey to Western Europe says, that as the result of his observations, he is prompted to inaugurate an era of progress for the Ottoman Empire and he promises to submit a series of measures and reforms for the benefit of his subjects.

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AFTERNOON DESPACHES.

FURTHER NEWS BY THE CABLE.

FLORENCE, Aug. 15.

The American steamship Quaker City, with a large number of excursionists from the United States on board, has arrived at Naples, where she has been placed in quarantine. The Quaker City was on her way to the Holy Land and her detention causes much indignation among the passengers.

BERLIN, Aug. 15, EVE.

A meeting was being planned to make peace between the King of Prussia and the Emperor of Austria.

FALMOUTH, Aug. 15.

The ss. Arago, from New York on the 3rd, arrived here to-day on her way to Havre. The Arago picked up at sea the crew of the ship Czar, of Greenock, which had been abandoned, and landed them at this port.

LONDON, Aug. 15, MIDNIGHT.

The action of the House of Lords last Thursday night, in receiving for its amendment to the Reform Bill, placed both Houses of Parliament on complete accord on that great measure. The bill has finally passed the Parliament and having received the assent of Her Majesty the Queen, is now the law of the land. In the House of Commons to-night, the regulation of the parks' bill, a measure intended to prevent public meetings in the royal parks, was withdrawn by the Government.

BUCHAREST, Aug. 15.

All the members of the Danubian Cabinet have tendered their resignations to Prince Charles Hohenzollern.

BERLIN, Aug. 15.

The new Minister of the United States to the Court of Berlin, the Hon. Geo. Bancroft, though he has not presented his credentials to the King of Prussia, has had an informal interview with the Prime Minister, Von Bismarck, at which the conversation was of the most cordial character. Next week Mr. Bancroft will have his first interview with the King, and present his credentials as Ambassador of the American Republic.

AMERICAN NEWS.

DETROIT, Aug. 15.

Two thousand spectators were present to-day at the base ball tournament. Three games were played. The first between Aminals Juniors and Victorias of Ingersoll, Canada, was easily won by the latter. The second was between the Maple Leaf Club, of Hamilton, Canada, and Wilkins', of Port Huron; won by Canada. The third was between the Allegiances of Allegany city, and the Young Canadians of Woodstock, champion club of Canada; won by the Allegiances; score, 55 to 35. This is the first time the Young Canadians have been beaten.

ROCHESTER, Aug. 15.

Prof. Langworthy, while performing with the lions connected with Forpegauch's circus, at Honeyo Falls, last evening, was attacked by a lion and badly injured. His side was crushed and his back and limbs lacerated. He will probably recover.

HOUSE OF LORDS.

FRIDAY, August 2.

THE REFORM BILL.

The House at once went into committee on the Representation of the People Bill. The Marquis of Salisbury moved to insert a clause to allow persons duly registered, in lieu of attending in person, to vote under proper regulations by means of voting papers both in counties and boroughs. The system had been found to work without difficulty in the case of the guardians of the poor; and also more recently in the case of university elections. Under the present system not more than half the borough electors voted at the last general election; and he believed that this plan would remedy that drawback, and ensure a more complete representation of the constituencies.

The Earl of Derby could give his unqualified adhesion to the principle of voting papers, which, with due safeguards, would enable the timid to give their votes without concealment, and free from undue influence and intimidation; whilst it would also greatly prevent the possibility of riot and disturbances. The bill of 1859 elaborately provided for the use of voting papers, and the Government had considered whether they should not propose the same clauses in this bill, for he believed it was equally applicable to boroughs as well as counties, and would materially diminish the cost of elections. He was not prepared at present to give an opinion as to the machinery to be adopted, but he was glad that the House of Commons might have the opportunity of again considering the question.

Earl Grey and Ripon was surprised at the statement of the noble peer, who the whole point of the case lay in the details, and he hoped that the House would not sanction the principle without knowing the system to be adopted. He was not at all satisfied with the working of voting papers in the case of boards of guardians and doubted if it would put a stop to bribery and intimidation. In his opinion it would rather afford facilities for them.

Lord Cairns warmly supported the amendment, which was opposed by the Earl of Kimberley.

Lord de Ros also supported the amendment. It would be most useful in Irish elections, which were a series of disturbances, and the noble earl opposite, who said that intimidation was on the decline, could hardly have heard of Sir Field.

Lord Cloncurry gave an amusing sketch of an Irish election.

The amendment was further supported by the Duke of Cleveland, the Earl of Carnarvon, and Earl Fortescue, and opposed by Earl Granville.

The committee divided. For the amendment..... 114 Against..... 36 Majority..... 78

After rather an acrimonious conversation the clause was agreed to, but the clause embodying the regulations under which the voting papers are to be used was postponed until the report. Clauses 29 to 46 were agreed to, with merely verbal or technical amendments.

Earl Stanhope moved a clause providing that Parliament is not dissolved on the demise of the Crown, but shall continue until dissolved or prorogued in the ordinary way. The Earl of Derby would not oppose the clause, but thought the question had better be dealt with in a separate bill. The clause was agreed to. On the motion of Earl Derby, a clause disqualifying any person who has acted as election agent from being the returning officer was agreed to.

Earl Grey moved a clause in lieu of clause 47, providing that no member of the House of Commons shall vacate his seat on the acceptance of an office which does not now disqualify him from sitting in Parliament.

The Earl of Derby was of opinion that the House of Commons had decided this question in the most reasonable manner, by providing that persons once re-elected on taking office need not vacate their seats in taking any other office in the same Government.

After some discussion, Earl Grey's amendment was negatived.

Earl Grey moved another clause, disqualifying all persons in the civil service of the crown from voting at elections.

The Earl of Malmesbury objected to the amendment. The object of the bill was to enfranchise, and not to disfranchise. It would therefore be invidious to select a most valuable and intelligent class, against whose conduct there had not been the slightest complaint.

The amendment was then negatived. On clause 55.

The Earl of Lichfield was of opinion that the payment of rates as a qualification for the franchise ought to be voluntary, and that those persons who had not paid or tendered them in time ought to be disqualified.

The Duke of Buckingham opposed the suggestion, which was not persevered with until the clause was agreed to.

The schedule was also agreed to, and the bill

