

however good, can do much to induce people to settle in a country wanting or inferior to the former, in these natural advantages. The average temperature, the average yield per acre, the average rate of labor, especially of unskilled labor, and the cost of voyage, are what determine the choice of the emigrant in favor of any particular colony or settlement; and those countries which present the greatest material advantages, will always be most attractive in the eyes of those who are compelled to emigrate.

Where the Government can exercise the most beneficial supervision over emigration, is on board of the emigrant ship, and by taking care that the passengers in the latter are neither over-crowded nor under-fed. Philanthropists declaim, and not without good reason, against the slave trade, and the horrors of the middle passage; but we have seen emigrant ships whose holds were as fetid, and whose passengers were almost as badly treated, as those of any slaver running between the Coast of Africa and the Brazil. Shelter too for the pauper emigrant upon his first landing on our shores, it is in the power of the Government to provide; and to both of these points the attention of the Committee on Emigration has of course been directed. Thus though we do not imagine that its labors or its Reports, that its Maps or its Agents, will do much towards diverting the stream of European emigration from more genial climes, to the Gulf of the St. Lawrence, we think its members deserve well of the country for the pains which they have taken, and the attention they have paid to the subject.

LOSS OF THE ANGLO-SAXON.—We have the details of the loss of this steamer, which bring to light a sad case of bungling and negligence on the part of her officers. The informant is the surviving chief officer—Capt. Burgess having bravely perished at his post. The story of the former we give at length below:—

FIRST OFFICER'S STATEMENT.—The Anglo-Saxon experienced strong westerly gales until Saturday 25th, 8 p.m., when she fell in with ice and a thick fog. Engines were immediately stopped. At 10 p.m. ice being so thick and heavy, engines were stopped altogether. A light breeze from the S. forcing ship ahead about one knot an hour. At 5 a.m. on 26th fog lifted, and ice having slackened, we set fore-top-sails, moving engines occasionally a dead slow. At 10 a.m. the fog cleared away altogether, and we saw clear water to west north west from mast head. We continued our course toward clear water. At 2 p.m. got ship clear of ice and steered N.W. by W. with full speed and with all possible sail. A moderate breeze was blowing from S. at this time. At noon, lat. 46.57, long. 57.23, by chronometer. At 10 p.m. breeze freshened, and blew strongly from S.S.E., and a dense fog set in. We took in all sail at 8 a.m. on 27th. The fog still continued to be dense, and supposing the ship to be 40 miles off Cape Race, we altered her course to the W. half north, and slowed the engines to half-speed, which we supposed would have taken us 17 miles south of Cape Race. At ten minutes past 11 a.m., breakers were reported on the starboard beam. Capt. Burgess immediately ordered the engines to be reversed at full speed, but before her bow could be stopped, she struck flat on the rocks off Glam Cove, about 4 miles north of Cape Race. A heavy sea rolling in, drove her quarter on the rocks, carrying away her rudder, stern post and propeller. Finding that there was no possibility of the ship coming off, order was given to let go both anchors to hold the ship on the rocks. The carpenter was forthwith sent to examine the fore-peak, and found it filling fast with water; he also examined the fore-head, but found no water there. The Chief Engineer coming up directly afterwards, reported forward stoke hole filling fast; he opened valves and blew steam out of boilers. The boats were all immediately lowered successfully, except No. 1 and No. 3. The ship was so close on the rocks that these could not be got out. Boat No. 2, with some of the crew and passengers, commanded by Capt. Crawford, was sent to find a place to land the passengers. Some of the crew being landed on the rocks by means of a studding sail boom, with the help of some of the passengers, got a hawser secured to a rock to keep the vessel from listing out. We then commenced to land female passengers on the rocks by means of the fore-yardarm; the first class passengers were put into a boat. At about noon the ship's stern swung off from the rocks and she settled down very fast—listing to port at same time and sunk in deep water. The captain and a great many passengers were on deck at the time with part of the crew, and all were lost.

The disaster occurred on Monday the 27th; and it will be seen that on the previous day, the weather had been sufficiently clear—from 10 a.m., to 10 p.m.—to enable the Captain to obtain sights for his chronometer—for the longitude as by chronometer is expressly given. We may therefore conclude that the sun was visible, and that, if its meridian altitude could not have been taken, sights for "double altitudes" might have been procured by means of which the latitude could have been determined from observation.—In the chief officer's report we are not told whether the latitude on Sunday, 46. 57. N., was by observation, or by dead reckoning, and yet this is a point of the very highest importance with respect to subsequent events.

At all events, being in Lat. 46.57 N. on Sunday at noon, the Anglo-Saxon shaped a course so, as by the calculations of her officers, to keep 17 miles South of Cape Race, when at 11 a.m. on Monday morning she struck on rocks 4 miles to the North of that Cape. Here then we have in less than 24 hours, an error of no less than 21 miles in latitude to account for, and no explanation of this strange error is attempted.—And then for the longitude, another error of the same kind is manifest; or else the ship must have been kept running at great speed from daylight on Monday morning up to the moment when she struck. By their reckoning—and they had sights for the chronometer on Sunday—the officers of the Anglo-Saxon made themselves

out to be 40 miles from Cape Race, and to the South-east of it, at 8 a.m. on Monday forenoon; and in three hours they bumped their ship on shore on rocks about four miles to the North of it. Either their reckoning must have been out most grievously, or else, during the dense fog of Monday forenoon, and in the immediate proximity of a dangerous coast, the Captain of the ill-fated vessel kept her running at the rate of upwards of 12 knots an hour. If, as they tell us they got sights for their chronometer on Sunday, we can not understand how they could have been so grievously out of their reckoning on Monday morning; and the natural conclusion seems to be that the Anglo-Saxon was run ashore by the gross neglect and recklessness of her commander.

After the accident occurred, the captain seems to have done everything that man could do, to save his passengers, and he perished manfully at his post. This justice must be done him; but with the *duties* at present before us, it is impossible to acquit him of gross negligence and imprudence in not having given Cape Race a wider berth than 17 miles in foggy weather, and in having run his ship considering that weather, at a dangerous speed on the Monday forenoon. It does not appear that he ever took a cast of the lead, or attempted to ascertain his position by means of soundings, and he seems to have neglected all the ordinary precautions which a seaman should take in approaching land in thick weather; but he in a measure redeemed his errors by his gallant demeanor after the ship struck, and he died bravely, doing his duty like a British seaman.

STATISTICS OF DRUNKENNESS.—In the statistics of Trade and Navigation for the British Islands, during the year terminating 31st December, 1862, we find some very important facts as to the consumption of ardent spirits, in Great Britain and Ireland respectively—for the years 1860, 1861, and 1862; and which show that the English and Scotch are far greater consumers of intoxicating liquors of all kinds than are the people of Ireland. This shall appear from the following figures—which show the numbers of gallons of home made spirits "retained for consumption as beverage only," during the years above mentioned:—

ENGLAND	SCOTLAND	IRELAND
1860—11,894,355	4,729,705	4,714,358
1861—10,816,808	4,410,998	4,286,598
1862—10,458,892	4,400,271	3,977,024

From this it will be seen that according to their respective populations, Scotland is, of the three countries by far the largest consumer of ardent spirits. England, comes next; but in England beer and porter are greatly used as intoxicating beverages, and their consumption of course tends to diminish that of home made ardent spirits. Ireland, the drinking habits of whose people are almost entirely represented by the consumption of home made ardent spirits given above, stands highest on the list for temperance. Perhaps the *Witness* will admit that these figures say a good deal for the "moral influence" of Popery.

HARPER'S MONTHLY.—May 1863.—This magazine always contains a number of interesting stories, and the present number is rich in this respect, and the illustrations are good. We cannot say as much of its tone, or of the spirit in which it is conducted.

BLACKWOOD.—April 1863.—This is a very excellent number, less political than usual; but abounding in interesting matter. Messrs. Dawson, of Great St. James Street, have always all the American periodicals on hand, and the reprints of the British Reviews and Magazines.

Though we insert the subjoined comments from our esteemed friend on the Separate School Bill lately passed, we do not pretend to pass any judgment upon that measure. In the first place it is for the Catholics of Upper Canada to criticize it; and in the second place, it would be unjust to pass judgment on a measure before it has received a fair trial. We hope for the best; and trust that by mutual good offices, the new School Bill may be made to work to the satisfaction of all, in spite of the theoretical imperfections, or blemishes, which our correspondent points out:—

To the Editor of the True Witness.

Sir.—The enemies of Catholic education in Upper Canada arrogantly ask—Why should Catholics demand Separate Schools where education is so liberally and amply diffused, for the benefit of all denominations? The only explicit and conclusive answer that can be given to that impertinent question is contained in the following passage from the *True Witness* of June 7th, 1861, which expresses the united sentiments of all Catholics, in reference to Common Schools:—

"The Common Schools of Upper Canada, as in the United States, are exclusively proselytising institutions, established and maintained primarily with the object of perverting Papists who, by law, are compelled to support these soul-damning institutions of heresy."

In view of the existing circumstances, two important questions must inevitably present themselves. First—what system of education do Catholics really want?—and again, will Scott's Separate School Bill, in the shape in which it has passed its third reading, secure to the Catholics of Upper Canada, in their capacity as Catholics and British subjects, those rights in educational matters, for which they have so long contended?

In reference to the first question, Catholics, having full confidence in the promises of their Blessed Redeemer, who saith: "Seek first the Kingdom of God and his justice, and everything else shall be added to you, over and above"—base the education of their children upon His predictions. Catholic parents, consequently, demand a thorough Catholic

system of education, in which the rudiments of their holy religion shall be carefully inculcated, and the maxims thereof impressed upon the minds of youth by word and example, without either neglect or indolence; and that the course of studies commenced in these elementary schools should be such as would render them nurseries or preparatory schools to the Catholic institutions of that nature already established in the Province. As to the nature of the literary education to be pursued, Catholics are well impressed with the fact: "that nothing contributes more to improve the faculties of the human mind than a well-regulated and a well-digested course of studies."

Without adequate teachers, any system of education let it be ever so good in itself, is not better than a watch without a main spring. The teachers' competent to carry out the above system of secular education must be such as his parents procured for young Francis Burgess, afterwards Duke of Gandia, as related in his life: "It was the first care of the parents in the choice of the masters whom they placed about their son, that they were persons of uncommon piety, whose example might be a continual lesson of virtue, and whose instructions should all ultimately tend to the grafting in his mind true sentiments of morality and religion." The above comprise all that the Catholics of Upper Canada claim as their right, and they will accept nothing less.

As touching the second question, we beg leave to state that the provisions of Mr. Scott's Bill are not sufficient to carry out the said system of teaching; and on a future occasion we shall point out the changes that are absolutely required to be effected in the practical part of the Bill, in order that it might in the mean time meet the ends for which it has been so urgently demanded.

Union is strength; and to be united is the characteristic of the Catholic Church. Catholics of Upper Canada, if they prove true to themselves by uniting as one body, can force any administration to grant them "Freedom of Education." All they have from the beginning demanded was, that they should be constituted by law as a corporate body for educational purposes, with authority, like other corporate bodies in Canada, to frame and pass such by-laws and regulations for the tuition of their own children as they might from time to time, in their own discretion, deem necessary, without either interfering with other denominational modes of teaching, or that others should molest them; or, in other words, that they could enjoy the same privileges and protection with respect to education—as they so happily experience relative to their religion; with this addition, that while State Schools are in existence they should be allowed to receive an equal dividend, according to their number, of all moneys granted for educational purposes, on the same condition and in the same manner as Common Schools.

It is clear that what Catholics have yet obtained has been purely grudgingly out of fear, and not from any good will that has been evinced towards them, or that has been yet manifested, in order to render the kind of measures enacted in any manner adequate to the purposes for which they have been previously granted. It has been the case from the beginning, that whilst in every Separate School Bill the theory of the system has been granted and recognized, the practice has been carefully withheld;—and in that respect Mr. Scott's Bill is the same. The inconsistency of the framing of that Bill clearly betrays the bad intentions of its promoters. The *Presamble* says: "It is just and proper to restore to Roman Catholics in Upper Canada certain rights which they formerly enjoyed in respect to Separate Schools." This sounds very flattering indeed, when we see by the subsequent provisions of this famous Act that we are now deprived of the only privilege which we have hitherto enjoyed—that is the power of qualifying the teachers to be employed in our schools. By Mr. Scott's amendment, we have no control whatever over the internal government of our schools;—let the teacher's conduct be ever so scandalous or hurtful to his pupils, the Catholic parents cannot on any account impeach him. Until the passing of this Bill, there was no precedent in Christianity for the teachers and professors of a Catholic system of education being both qualified for, and exclusively directed and controlled by, the government of the schools under their command, by ministers and Protestant bishops. Let Catholics bear in mind that the greatest curse that can come upon a people is a bad priest; and that the greatest after that is an immoral teacher. Now, we call upon Catholics to bear testimony that all priests and teachers who are excommunicated from the Catholic Church are received with open arms into the favor and confidence of Protestant communities; and if any such characters impose themselves so as to get charge of a Separate School, the Catholic authorities cannot repel them. More of this again.

I have the honor to be, Sir, yours,
STANISLAS RUS.

April 28, 1863

To the Editor of the True Witness.

Schoolroom, Eganville, April 27, 1863.

DEAR SIR.—On reading the first "Resolution" of the Toronto anti-Separate School Meeting, I was highly gratified that it had been the *Sancti Gowan*—and no other good Protestant—who adduced in favor of Common Schools that "they were the chief means under Providence of promoting the morality and prosperity of the people of Upper Canada." I for one believe this assertion to be false, as I have had ample opportunity of knowing that they tend more to demoralize than to elevate the youthful mind. "Experience teaches" has grown into a kind of apothegm; and as I have been employed for the last six years in one of these promoters of "morality and prosperity" in this village, it must be conceded that I ought to be well acquainted with the *modus operandi* of the undogmatic system. During that period there has not been a single word of Christian doctrine taught in the school. It may be argued that this is the business of parents and the clergy. No doubt it is, so far as it is in their power; but the parent has to pay the teacher, and consequently the latter ought to give the children both religious and secular instruction; and it very often happens that the parent comes from the Highlands, or Conemara, speaking Gaelic, and incapable of instructing his English-speaking child. As to the Clergy, they may do as much as they are able; but it is impossible for one whose mission extends over three or four townships to instruct the whole population. I remember, four years ago, a boy of sixteen being called on by his father to give evidence in his behalf before a Magistrate. The latter asked him what was the nature of an oath? The boy could not tell, nor could he recite the Lord's Prayer. He attended this school at the time, and is the son of a Highland Presbyterian.

This is one of the pupils of a school system which my Chief Superintendent extols to the skies. It would not seem so bad were he not a Reverend pretending minister of religion. Emphatically do I say that he who advocates indifference in education, is worse than the Hindoo, and should be held in abhorrence by all good men, be their Christian code what it may. The educational institutions from which everything connected with religion is wholly excluded, are in the highest degree dangerous to the well-being of society; for nothing in man is great, but in so far as it is connected with God. The man who reads Lucretius' *Travels*, and reflects upon the manner in which he has depicted society in Prussia—the hot-bed of State-Schoolism—will acknowledge the debased state of morals in that country. Let him turn to the page describing the Markers, and he can find proof enough of the effects of the State monster.

In my next I shall give you stubborn facts as to the morals and the working machinery of the schools in this country.

Your obedient servant,
MICHAEL O'BRYEN.

CELEBRATION OF THE 200TH ANNIVERSARY OF THE QUEBEC SEMINARY.—On Thursday, 30th ult., being the two-hundredth anniversary of the founding of the Quebec Seminary, was celebrated in an imposing manner by the Professors and students of that establishment. The courtyard was gallantly decorated with flags of the different nationalities suspended from the windows of the building. A beautiful arch was erected at the entrance, leading from the market square, with rows of evergreens extending towards the main gate. The chapel was gorgeously decorated with flowers and paintings, several altars being erected at the sides in addition to the main one. At six o'clock in the morning a grand high mass was sung in thanksgiving for the success of the Seminary founded 200 years ago by Mgr. Laval. During the afternoon the chapel and grounds were visited by hundreds of our citizens. In the evening a grand vocal concert took place in the lecture hall of the Laval University, which was crowded to suffocation. —*Quebec Daily News.*

MR. FOTHERGILL.—This gentleman's lecture on the "Oxford Movement" was decidedly and deservedly successful. His simple statement of facts duly appreciated by the numerous and highly respectable auditory. Their breathless silence, when listening to the moving account of trials and privations undergone by many distinguished converts, whose names are now familiar as household words—their rapturous reception of the strokes of quiet humor with which the oration was occasionally diversified—evinced deep sympathy with all matters relating to this extremely interesting subject. Of Mr. Fothergill's abilities our opinion has already been given. We may also state that his manner as those of the gentleman, and that no one, of whatever religious belief, can possibly take offence at anything contained in his lectures. Mr. Fothergill intends soon to visit Hamilton and other places of importance. To our friends everywhere we say, do not fail to hear him. By so doing you will assist in developing talent of a superior order, while spending your own time with pleasure and profit. Our city readers will be glad to learn that Mr. Fothergill will probably revisit Toronto in the course of the summer. We will endeavor to give early notice of his arrival, and have no doubt he will again be warmly and hospitably welcomed. —*Canadian Freeman.*

The following telegram was communicated to us (*Montreal Gazette*) on Saturday evening:—

St. John, N.F., April 30.
To Messrs. Edmondson, Allan & Co.
Cable. Lost—Miss Arkwith, Miss Malby, Capt. Stoddard, Lieut. Clark, Alice Wilson, Messrs. Fisher, Pemberton, Scott, Mills, Houghton, Rogers, Christian, Child, James, Child, two unknown.

The *Bloodhound* leaves on Saturday morning. (Signed) Wm. Jenkins, Parser.
We heard on Saturday afternoon that Mr. Young and family had arrived at Halifax. There are those in this city to whom the above list is very sad news. We also heard on Saturday, that Captain Stoddard, for instance whose life was saved, remained on the wreck to assist in saving other passengers, and in the performance of this duty, died, as a British soldier always will die—as that band of heroes died, standing still in a line, while the women and children were saved, when the "Hickenhead" went down. The Anglo-Saxon was one of the first vessels built for the Montreal Ocean Steamship line, and was launched in 1855. She is the sixth steamer lost by the Company, the losses having taken place in the following order:—

Steamships	Lost
Canadian (No. 1)	1857
Indian	1859
Hungarian	1860
Canadian (No. 2)	1861
North Wilton	1861
Anglo-Saxon	1863

The Anglo-Saxon had three hundred and sixty passengers, and a crew of eighty-four. Seventy-three persons escaped from the wreck to the shore by ropes and spars, and twenty-four in No. 2 life boat; ninety were picked up in two boats by the *Damascus*; even embarked on a raft, but did not reach the shore. The number lost or missing is 257 out of 444. Besides those reported saved, New York press dispatch names the 1st and 2nd engineers, the doctor, and Lieutenant Sampson of the Royal Artillery. After the vessel sank, several persons to whom no assistance could be given clung to the fore rigging until the foremast fell, and they perished. It is said that a large consignment of the clothing purchased in England for the Canadian Volunteer Militia, has been lost in the steamship *Anglo-Saxon*. Many of our merchants and those of Quebec have lost considerable quantities of spring goods in the wrecked steamer.

We learn with pleasure that Mr. Dominique D. L. L., the favorite young artist of Montreal, is to give a concert, on the 11th inst., at Nordhemers' Hall, for his own benefit. Mr. Ducharme has been a long time working for others and it is but right that, in turn, he should do something for himself. The proceeds of the concert are to pay the expenses of a journey to Europe, which it is the intention of Mr. Ducharme to make next July, in order to invigorate his musical powers at the fountains of the great masters. Already a great many tickets are given out, and we invite our friends to take them immediately, in order to insure for our young musical countryman a good benefit, and to help, as much as possible, to defray the expenses of his journey, for his is an artistic talent of which Canada may well be proud, and which Canadians ought to encourage every way in their power. We are informed that the concert will be a brilliant one, and many names have been mentioned to us, which to our mind, are sufficient to guarantee its success. —*Montreal Herald.*
THE GAME LAWS.—The *Herald* calls attention to the fact that robins are offered for sale in the market and that on Sundays, wanton boys and young men are popping away at every kind of bird that flies at this season, in the immediate vicinity of the city, and even in gardens of gentlemen bring down birds at a time when it is destruction to an entire brood to kill them. We agree with our contemporary in denouncing this wanton brutality, and saying that it should cease. If the Game Laws will not meet the case, and under them the unthinking and inhuman young who are guilty of such cruelty cannot be punished, they can at least be convicted and sent to jail as trespassers. The mountains are all of it private property, and as it is there the principal mischief is done, the proprietors ought to unite and take some steps to punish the misdoers. —*Transcript.*

REAL COURAGE.—A woman in Georgia recently shot a negro slave dead, for attempting to rob her. Danger should always be boldly and quickly confronted. A box of Bryan's Palmolive Wafers stops consumption, cures a cough in five minutes, and a sore throat in an hour. 25 cents a box.

Sold in Montreal by J. M. Henry & Sons; Lyman, Clark & Co., Carter, Kerry & Co., S. J. Lyman & Co., Lamplough & Campbell, and at the Medical Hall, and all Medicine Dealers.

Died.

In this city, on the 6th inst., at the residence of her son-in-law, P. Ryan, Esq., Mrs. C. Bromell, aged 59 years.—May she rest in peace.

Friends and acquaintances are requested to attend the funeral, from No. 41, St. Mary street, at 7 o'clock, on the 8th inst., to the Parish Church, and from thence to the Catholic Cemetery, without further notice, as no cards will be issued.

In this city, on the 1st inst., Margaret Burns Ower, second daughter of Wm. Ower, Printer, aged 8 years and 9 months.

On the 8th ult., at Gore Crescent, Pendleton, near Manchester, England, after a few days illness, Sarah Perry, third daughter of the late Allen Perry, of Coteau du Lac, aged 37 years, wife of Ashley Hibbard, Esq., late of this city.

THE CROPS.—The accounts of the wheat crop in these counties are highly favorable. It has almost entirely escaped injury from frost, and everywhere it looks well and promising. Farmers believe that the lateness of the Spring will prove very favorable to the fruit, and an abundant yield is hoped for. —*Kingston News.*

On Friday morning an inquest was held on the body of a man named George Fonger, who was found dead in his home, about six miles from Hamilton, on the road leading to Wellington Square. He was an unfortunate drunkard, and on the previous day was seen in a state of intoxication. He died a victim to his own vices, and thereby added another to the long list of run's poor degraded victims.

MONTREAL WHOLESALE MARKETS.

Montreal, May 5, 1863.
Flour—Pollards, \$2.50 to \$3.00; Middlings, \$3 to \$3.50; Fine, \$3.80 to \$4; Super., No. 2 \$4.10 to \$4.25; Superfine \$4.35 to \$4.40; Fancy \$4.55 to \$4.65; Extra \$4.85 to \$4.95; Superior Extra, \$5.15 to \$5.50; Bag Flour, \$2.40 to \$2.50.

Outmeal scarce and in demand; per bbl of 200 lbs, about \$5 to \$5.25.

Wheat—U. Canada Spring, 92c to 96c; G.C. White Winter, nominal, \$1.03 to \$1.05; extra-cure.

Peas per 60 lbs, 75c to 80c.

Oats per 40 lbs, 55c to 60c.

Ashe per 112 lbs, Pot, latest sales were at \$5.00, to \$5.97; Inferior Pot, \$6.00; Pearls \$6.10 to \$6.15.

Butter per lb, medium, 11c to 12c; fine, 12c to 13c; choice, 14c to 15c.

Eggs per doz, 10c to 10 1/2c.

Lard per lb, fair demand at 7c to 8c.

Tallow per lb, 7c to 8c.

Cut Meats per lb, Smoked Hams, 5c to 7c; Canned do, 7c to 9c; Bacon, 3c to 5c; Shoulders 2c to 3c.

Pork per bbl, Old Mess \$10.50 to \$11; Thin Mess \$9.50 to \$10; Prime Mess \$9.50 to \$10, little offering; Prime, \$9 to \$9.50. New Mess, \$12.00 to \$12.50. Best: Prime Mess, \$9.50 to \$10; Prime, unsaleable.

—*Montreal Witness.*

DAY SCHOOL.
Corner of McCord and William Streets.

MISS LALOR.
WOULD take this opportunity of respectfully informing her friends and the public generally that she will continue her School at the above mentioned place. From her assiduity and care, she hopes to deserve a continuance of that patronage which she has hitherto enjoyed. Her course of instruction comprises Reading, Writing, Arithmetic, Grammar, Geography and History, together with lessons on the Piano-Forte.
Montreal, May 7, 1863. 41

RICHIEUX COMPANY'S DAILY
Royal Mail Line of Steamers
RUNNING BY S.S.
MONTREAL & QUEBEC
AND THE
Regular Line of Steamers
BETWEEN
Montreal and the Ports of Three Rivers, Sorel, Berthier, Chambly, Terrebonne, L'Assomption and other Intermediate Ports.



FROM MONDAY, the FOURTH instant, and until further notice, the RICHIEUX COMPANY'S STEAMERS will LEAVE their respective Wharves as follows:

STEAMER EUROPA,
Capt. E. E. CURTIS.
Will leave the Quebec Steamboat Basin for Quebec every Monday, Wednesday and Friday, at 5 o'clock P.M., stopping, going and returning, at the Ports of Sorel, Three Rivers and Batiscan. Parties desirous of taking Passage on board the Ocean Steamers from Quebec may depend upon having a regular connection by taking their Passage on board the Steamer EUROPA, as a Tender will come alongside to convey Passengers without any extra charge.

STEAMER COLUMBIA,
Capt. J. B. LARUELLE.
Will leave for Quebec every Tuesday, Thursday and Saturday, at 5 o'clock P.M., stopping, going and returning, at the Ports of Sorel, Three Rivers and Batiscan.

STEAMER NAPOLEON,
Capt. Jos. DUBAL.
Will leave the Jacques Cartier Wharf for Three Rivers every Tuesday and Friday at 3 o'clock P.M., stopping, going and returning, at Sorel, Maskinonge, Rivière du Loup (en haut), Yamachiche and Port St. Francois, and leaving Three Rivers for Montreal every Sunday and Wednesday at 3 o'clock P.M.

STEAMER VICTORIA,
Capt. Ous. DAVELUY.
Will leave the Jacques Cartier Wharf for Sorel every Tuesday and Friday at 3 o'clock P.M., stopping, going and returning, at St. Supple, Lavaltrie, L'Assomption and Berthier; returning, leaves Sorel every Monday and Thursday at 5 o'clock.

STEAMER CHAMBLAY,
Capt. F. L. LAMONTAGNE.
Will leave the Jacques Cartier Wharf for Chambly every Tuesday and Friday at 3 o'clock P.M., stopping, going and returning, at Vercheres, Contrecoeur, Sorel, St. Ours, St. Denis, St. Antoine, St. Charles, St. Marie, Belœil, St. Hilaire, and St. Mathias; returning, leaves Chambly every Sunday at 5 o'clock and Wednesday at 12 A.M.

STEAMER TERREBONNE,
Capt. L. H. ROY.
Will leave the Jacques Cartier Wharf for L'Assomption every Monday, Tuesday, and Friday, at 3 o'clock P.M., and Saturday at 4 o'clock P.M., stopping, going and returning, at Boucherville, Vercheres, St. Paul d'Ermitte, and leaving L'Assomption every Monday and Thursday at 7 o'clock A.M.; Tuesday at 5 o'clock A.M., and on Saturdays at 6 o'clock A.M.

STEAMER L'ETOILE,
Capt. P. B. MALHOTR.
Will leave the Jacques Cartier Wharf for Terrebonne on Mondays, Tuesdays, and Fridays, at 3 P.M.; Saturday at 4 o'clock P.M.; stopping, going and returning, at Bout de l'Isle, Rivière des Prairies et Lechenais, leaving Terrebonne every Monday and Thursday at 7 o'clock A.M.; on Tuesdays at 5 o'clock A.M., and Saturday at 6 o'clock A.M.
For further information, apply at the Richelieu Company's Office, No. 29 DUNDAS STREET.
J. B. LAMERE,
General Manager.

Richelieu Company's Office,
Montreal, May 7, 1863.
Newspapers, Periodicals, Magazines, Fashion Books, Novels, Stationery, School Books, Children's Books, Song Books, Almanacs, Diaries and Postage Stamps for sale at DALTON'S News Depot, Corner of Craig and St. Lawrence Streets, Montreal.
Jan. 17, 1863.