Legislative Assembly.

(Abridged from Toronto Paper.)

TUESDAY, August 5.

SENATE ON THE GRAND TRUNK RAILROAD.

Mr Hincks then proceeded to move the House into Committee on the subject of the Trunk Railroad. After stating that as Europe it had been found that those roads which were managed by the Government were the most conducive to the public weal, and giving the case of the glass in support of this, the speaker proceeded to say that it must be evident that in order to connect the trade of the West throughout which should connect the port of Halifax on the Atlantic with Detroit, by the shortest line. To build such a line of course would require a very large sum of money over and above any thing that could be expected from actual subscribing for stock. This money could only be raised at a very large cost. In the United States there were hardly any roads that were built at a less rate of cost, for interest, than 7 or 8 per cent. To build the road from Detroit to Halifax would, he calculated, cost £4,000,000; and though some sort of loan operation had been granted for parts of the road during the present session, he thought they should not go into operation until it was ascertained exactly what could be done to obtain the so very for carrying on the whole as one complete scheme under the Government. The distance from Hamilton, to which place the line from Detroit was now being constructed, to Montreal was 216 miles, and from the reports of the engineers there could be no doubt that the whole might be constructed for £20,000 per mile. Mr. Roe's estimate for that portion between Toronto and Kingston was £4500 per mile, and from Kingston to Montreal £5000 per mile. Taking the average at £5000 per mile, very safe estimate, the whole would amount to £1,900,000. He did not desire to go too low, and therefore called the estimate from Melbourne to Quebec £9000 for sixty-five miles —£570,000, to which must be added one-third of the line between Quebec and Halifax. That would be sixty-five miles, which he estimated at £7000, making the whole £3,130,000—or say in round numbers £4,000,000. He said the cost to the Province of the line between Quebec and Halifax would be one-third of the whole, because he expected to make an arrangement with the sister Provinces to build that portion of the road on joint account, so that each would pay one-third of the cost, and receive one-third of the revenues. This arrangement was sought for because the line in that portion which ran through New Scotia would be common as well to the main trunk road as to the European and North American road. This would of course give a peculiar advantage to that section, and it was to be shared by the other Provinces, which he thought a great concession on the part of Nova Scotia. He was aware that it was this section of the road between Quebec and Halifax which would meet with the best interest in the House and in the country, and he therefore drew particular attention to it.—He would, in the first place, remind the Committee that an Act of Parliament had been passed by which 225,000 per annum, or 4,10 miles of wild lands on each side of the line had been offered by the Province to the Imperial Government, or to any persons they might employ better to undertake the road at cost, than to give this £225,000 and 10 miles of land; and nothing could establish this view more satisfactorily than the fact, that the moment difficulties were raised by New Brunswick to the proposals brought out by Mr. Howe, the agents of several private companies came forward and volunteered to carry forward the work upon those terms. A more injudicious step, however, he believed could not be taken than to allow this work to go into the hands of private companies; and accordingly when the delegates from Nova Scotia and New Brunswick were in town agreed they should not allow such a course to be taken. He was happy to say that the delegates from New Brunswick went home convinced of the importance of his government joining the rest in the undertaking. Indeed, so far as he could learn, there had been a great revolution of feeling within that province on the present subject. The enterprising people on the other side of the line, too, showed the strongest inclination of the same facts which induced persons in Nova Scotia to embrace the Trunk Road; yet to discourage the Quebec and Halifax road; yet they had advocated the Portland line as the nearest route to the Atlantic; but no sooner had they got that then they determined to carry on the road to Halifax. Mr. Poor, in his report on the European railroad, said—

"We want railways across the breadth of our own State, to bring all our people in easy communication with the Atlantic, and to the available point of the continent to Europe, in order to save expense in sending forth or in procuring our supplies from Europe. Instead of seeing all the trade between this country and Europe passing almost in sight of our own coast, going down on the great sailing circle, some five hundred miles past us, to New York; and from thence round the world, back to us—we want the trade across the Atlantic, and the travel across the Atlantic, reduced to its lowest cost, and to the shortest period of time,—to bring the producer and consumer of both continents in closer proximity."

That was a clear admission that Halifax was the most important port of the East, and when he stated that, it was enough to prove the advantage of reaching it by a British road. He would state, however, in addition, that it would be quite possible to carry passengers from Detroit to Halifax by this line cheaper than they could now go anywhere, and by one from New York to Halifax, for which journey the present charge was £5 5s. This calculation was made at the ordinary rates of railway charges. But he believed in the hands of Government the railroad would be capable of doing the work at still lower rate. When a passenger going to Europe got to New York, he was still six hundred miles from Halifax—a distance which must be got over, and it need hardly be remarked that wherever passengers were numerous the trade would seek that point by which they could have the shortest passage across the ocean. Again it would be found that the distance from Montreal, which he took as the common point of departure for the line by Quebec and the line by Portland, was very little more by the way of the first city than by the way of the other; so that the least saving in distance over Major Robinson's line (which he had taken as his basis because it was the longest) would make that line the shortest. Having referred to the report of Major Robinson, he would remark, that he would be, even at once the 1 was not intended to make out a case very different from the report of American Engineers, which always proved that every line would pay 7½ or 8 per cent. Notwithstanding this exaggeration, he had no doubt the line from Portland to Halifax would pay; one this seemed to be the general opinion, inasmuch as the great cities were ready to go into the enterprise. But he did say, that the British colonies with only a hundred and twenty-four miles of their trunk road passing along the same line as the European road, and connecting the whole with the great West, could not be a very bad undertaking. It was doubtless with this conviction that the Legislature had already committed itself to £50,000 per annum. Now with regard to expense, it would be found that the cost of the Main Trunk Line at 8½ per cent on £4,000,000 would be £340,000 per annum, while if the Province were to build for just that line which, if required, it would have to pay 6 per cent per annum, and that would amount to £240,000 per annum.

Mr. Scott—(Prescott)—How do Canada Bonds stand just now?

Mr. Hincks—They were at a premium; but you could not now borrow another ten at par. If a million of bonds were put upon the market the bonds would be sunk below par. They were only above because the Government had been buying them up, and because the English capitalists saw little chance of their money being locked up for ever. Besides the £10,000 on loan, which he had just shown, there was the interest upon grant of the Province of £257,000 per annum; giving together £267,000, and there was also the land on each side. He believed gentlemen did not estimate the value of the land very highly; but it must be remembered that there were lands immediately adjacent to the road to the extent of 5,000,000 acres. These lands at present were utterly worthless; but it would certainly not be a high estimate if it were said that the road would make them worth 1 or 2 dollars.

Mr. J. H. Boulton—Half a dollar.

Mr. Hincks—Well that would be enough to pay for the road.

Mr. Merritt—Hear, hear.

Mr. Hincks—Why the last number had almost raised them at three or four times as much, and proposed to offer them to the British Government on security for loans.

Mr. Hincks—Has not the last number proposed to use them for security of large sums of money?

Mr. Merritt—Yes; but he had not proposed to use them for security.

Mr. Hincks—Well if the last proposed nothing, it was not any unreasonable to offer them to the British Government as security. At present he (Mr. H.) did not think the lands were worth much; but they would become valuable if a railroad were run through them. He mentioned this as one inducement for the Province to go into the undertaking. Another inducement which other Provinces, such as Massachusetts, &c, could only have. But even without that the city of Portland has shown itself ready to go the expense of a million and a half, though it contained only 20,000 inhabitants. Another inducement for the Province was the great increase in the value of all kinds of property, which might be expected. He believed there was every reason to believe that steamers would be constructed, if the road were made, to convey emigrants across the Atlantic in six or seven days, and that at the season of the year most proper for conveying any agricultural products. He would not say with positive certainty that it would be possible to get the aid of the Imperial Government for the whole line; but Mr. Hume had stated positively that £7,000,000 sterling would be granted, one or at the largest estimate, to no more than £8,250,000 currency was required. It was clear that the British loan would be sufficient for the purpose. £7,000,000 sterling would give £8,750,000 currency. He anticipated some objections from the hon member for Lincoln. He knew that hon. member was desirous, instead of hundering the Government revenue fund, to borrow money on security of the college and other lands; but every man who is acquainted with the state of the money market in England would bear him out in saying that if he were to go into the English Market with such security no one would look at it. Why indeed should they? Suppose the Province wants money, it these securities are good, why should one object to endorse the debt himself? If, however, the House would place faith in this system of Railroads—that the Provinces as a one and as other countries have succeeded—in that case he was convinced the increase in the value of property would be so great that if there were some charge on the consolidated fund, the deficiency would cheerfully made up. The resolutions provided for the case of a company getting the whole of the money from Great Britain, and he thought it would be felt that under any circumstances it would be the interest and duty of the House to join in and carry out the scheme.

Mr. H. J. Boulton admitted that the Inspector General had made some impression upon him by the statement that the line from Hamilton to Halifax was nearly as short as that by way of Portland. But he thought there was a fallacy in reckoning that the rate of traffic for passengers would be as cheap between Detroit and Halifax as between New York and Halifax, because that calculation was based on what had taken place on roads running through populous countries, whereas the cost through Canada would be greatly enhanced. He, therefore, wanted further information on that subject. Again the Inspector General had not stated that he was sure of getting the requisite money for the whole road at 6 per cent. He had only said that Mr. Howe said so. Again he had said the money could be got at 3½ or 4½ per cent. There was great difference between them.

Mr. Hincks said that the 4½ was what he thought would be the average rate if the whole were not got in England at 3½ per cent., and part had to be borrowed at a higher rate.

Mr. Boulton continued. He should like to know if private companies would construct the road, as the Inspector General had said, why the Imperial Government, supposing it had the Provincial guarantee, should not lend the money to them. There could be no doubt that the construction of the railroad would bring the wild lands of the Province into the market at a fair price; perhaps from 10s. to 40s. per acre; but at present they sold in Nova Scotia for only 2s. 6d. per acre. But he thought private companies would construct this road better than the contrained Government, because they would bring together the talents of a greater number of intelligent heads. He also thought it ought to be well ascertained that there was no nearer route to Halifax than the one now proposed. On all these points he wanted information.

Mr. Merritt thought there never was a country more favorably situated for public works; nor any boon more valuable than that now offered to Canada, providing she only had the intelligence to make use of it properly. Now the report of the Railway Committee stated that the object of this railway was, in conjunction with the canals, to secure the Trade of the West, and to-day the Inspector General said the railroad was intended to draw through Canada the Trade of the West. Now that was an absurdity. If Railroads were built through this country, which were on much shorter line than the route through Canada, that they would secure nearly everything going to the Atlantic in most secure and cheap way. From Buffalo to New York was only 460 miles, and the Trade was already going that way. Within the last month 14 vessels through the Welland Canal went to Quebec and Montreal, and 17 to Ogdensburgh, but more than 200 went to Oswego. However, the great rivalry with this railroad would be from Buffalo. But he repeated, that looking only to the Trade of Canada itself, he would advocate the railroad, only making different arrangements from those of the Inspector General.

Mr. Merritt then went over the several routes from Hamilton to New York and Boston, giving their distance, and showing, as we understood, that the nearest route to New York was by way of Niagara, and the nearest to the Ocean by Montreal and Portland. The shortest route to the Atlantic then was by the Montreal and Portland Road, and that was the rival which the Province could contend with to the New York road. But there was still another line which he thought would be an advantageous. He meant from Trois Pistoles at St. Andrews and thence to Halifax. This road too, he believed, could be constructed in such a way as to be no expense to the Government, even though the line Eastward of Quebec should pay nothing. But he estimated the expense of this road in a totally different way from the Inspector General; and he doubted whether it could be had constructed by Government. The examples of Belgium indeed had been cited, at which country the House knew nothing; but the Michigan Railway, undertaken by the Government, had lost money, till the Government was obliged to sell it, and then it immediately began to pay 8 per cent. So it would be in this case. The Government would have to compete with the keenest rivalry from the Ogdensburg and Portland Road, and not by any means, for political objects, but by the honest laws of business; and all this, with the fact that the Quebec and Halifax Road was something longer than the Portland; managed by the Government, then such a road must fail. He believed that if the Government considered from that, the road would cost £8,500 per mile, private persons would be able to construct it for £3,250.

Mr. Hincks said this was only stating in another way, the fact, that if the railway were built by private parties they would get the Provincial guarantee for half the amount.

Mr. Merritt went on to show that the State of N. York, instead of placing railroads on the banks of their Canals, were increasing the volume of their Canals. That was the REVERSE of what he contended them was to complete her water communications, so as to get a route for vessels of 1000 tons. With regard to the trade of the West then he thought the idea illusory. But regarding it as a passenger route it should be undertaken, it could be done on good terms. Now one former occasion a large sum was lost by England and gladly accepted by the Province; but what was the result? It was spent in works which yielded no profit whatever.

Mr. Hincks said the Canals would yield £70,000 this year.

Mr. Merritt—But if the railway, as it was said, was to take all the trade of what use would they be? Hon gent. he did not think the railways would ever compete with the canals. He then went on to prove that instead of the roads being undertaken by the Province, they should be undertaken by private companies; Great Britain would lend the money at 3½ per cent, and so much as was required could then be lent to private companies at 6 per cent. This would give a profit of 2½ per cent to the Province, which could be applied as a sinking fund.

Mr. H. Sherwood requested the Inspector General to allow the committee to rise to give time for reconsideration.

Mr. Hincks admitted the force of the suggestion in favor of private companies; but somewhere that such companies could not be formed, and he had read the representations which came from the chairmen that the Great Western Railway was in the hands of private parties. The Directors of that road had subscribed a considerably small sum of money, and yet they had obtained the support of all the public money subscribed by most parties and the government guarantee. Nine hundred millions of money were wanted. Where were the capitalists who would subscribe £2,000,000? Then, if there were none, why should more probably get into their hands the entire control of the money, with which it must be entirely lost. The Sub. committee for Lincoln had talked of the advantages from Lake Erie to New York; but he did not know the case, which he (Mr. H.) had established by questions from Mr. Foster, who showed that when he got to New York you still wanted to go to Halifax. He, (Mr. H), had litherto spoken only of passengers; but as to freight he had, a few nights before, shown that in England railways carried coal at 1½ per ton for 100 miles. At that rate the cost of carrying a barrel of flour from Detroit to Halifax would be 1s. 8d. currency. Major Robinson, who had made an elaborate estimate of the cost, and he believed it at 2s. 6d. But there was another authority which the hon. member would not dispute. Mr. Poor, Esq. he placed it at about the same rate. It was therefore not absurd to suppose railways would do a come desirable business, in the way of freight.

Mr. Merritt replied that in the United States they had carried a barrel of flour from Buffalo to Albany, 240 miles, for 25 cents, but had to give it up and on the Ogdensburgh Road they charged 1s. for a barrel for 118 miles.

Mr. Robinson suggested that the Committee had better rise in order to allow time for some evidence taken before the railway committee to be printed.

Mr. H. Sherwood considered Mr. Merritt's idea of borrowing money at 3½ per cent, and lending it to Companies at 6 per cent, most impolitic. If the private Companies could pay 6 per cent, the province had better keep the railroad, and reap the advantage; and in 20 years or so be the possessor of it free from debt.

Mr. Merritt assumed the road would not pay.

Mr. Sherwood—Then private Companies will not take it.

Mr. Merritt said that private Companies always managed such undertakings better than Government, and made them pay when Governments could not.

Mr. Cauchon asked Mr. Merritt, what is the difference between canals and railways?—(Laughter.)

Mr. Sherwood—One is water, the other is iron. (Increased laughter.)

Mr. Cauchon went on to contend in favor of the Government assuming the railroad and of constructing it.

After a few more words from other members, the Committee rose and reported.

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THE COURIER.

THURSDAY, AUGUST 14, 1851.

Though we are not very apt to approve generally of the measures of the Honorable Francis Hincks, and are even accustomed to look with all the "sharpened sly inspection" of which we are capable into his most speciously popular acts, we cannot, in common fairness, help approving of his exertions in favor of the Halifax Railroad, which, if carried out by means of his exertions, and under the influence of his Ministerial authority, will do much to rescue his public character from the shade of obliqueness which has been thrown over it

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lates that four millions will be the cost of the Railroad from Detroit to Halifax, but deprecates the idea of encouraging acts of local incorporation for the purpose of constructing parts of the Road. We doubt the propriety of this opposition on the part of the Inspector General, more particularly if the work is to be carried on and completed by private enterprise. The vast impetus that so rapid a mode of communication would impart to the distant sections of these Provinces, would soon be felt by the clear-sighted and intelligent merchants of Canada, and little is wanting, we should think, to stir them up into activity, and excite their mercantile ambition; but, yet, partial trials of short distances, which local public spirit and individual prospective advantage would soon extend to a complete and uninterrupted communication between the most distant terminii, ought not to be despised, unless the whole line is to be undertaken by the government. The whole of Mr. Hincks' speech is worthy of a careful perusal, whether its details may meet with party approval or not, because, as a whole, it advocates a measure without the adoption of which many millions of acres of the waste places of this vast country must remain unknown for hundreds of years. But, on the contrary, were such an "Act" carried into operation, a boundless field of mercantile profitable adventure would be immediately opened up to the capitalist; a numerous agricultural population would soon advance into the recesses of the wilderness; foreign competition would be reduced to a narrower channel, or, perhaps, in a great measure neutralized; and the Canadian farmer and merchant would reap the full advantages—the rich fruits of their enviable geographical position. Mr. Hincks acknowledges, in answer to Mr. Merritt, that the lands through which a Railroad would pass "are not worth much," neither they are; but, on that very account, the construction of the Railway would be less expensive, as there would be no greedy landed proprietors to buy out, and the grant of land on each side would soon become as valuable as to yield a considerable fund to whatever party had undertaken the expense. We believe Mr. Hincks to be correct when he says that emigrants could be conveyed from Galway to Halifax in seven days; and, were there an easy access thence into the interior, a regular stream of immigration might be kept up during the agricultural months, without any fear of the more able bodied of them finding their way or desiring to find their way, into the States, as they now do in such numbers, when they arrive so near the frontier as Montreal, or the several towns between it and Niagara.

We remark that even Mr. H. J. Boulton admitted that the Inspector-General had made some impression upon him, but objected because he thought there was a fallacy in reckoning the rate of traffic to be as cheap for passengers between Detroit and Halifax as between New York and the latter, because, he said, "*that* calculation was based upon what had taken place on Roads running through populous countries, whereas the cost through Canada would be greatly enhanced." Now, we think it must be very evident to every one that the hon. member for Norfolk's argument contains quite as plain a fallacy as that of the Inspector-General. Were Mr. Boulton's principle to govern communities, we would have no Railroads at all in Canada for half a century to come, and even then only over such populous distances as that between Hamilton and Toronto, or the latter and Kingston. The hon. gentleman apparently forgets that Railways are the great civilizers and populators of the modern world. The time is not very long past since the Road between New York and Portland was quite as wild and impassable as that between Quebec and Halifax, and if there is now a numerous population along the whole line of the former, it is mainly, if not altogether, attributable to United States enterprise in opening up the country and giving facilities to traffickers on the line.

This is precisely the state into which Mr. Hincks apparently wishes to bring the wild lands of the Eastern Provinces, and he advocates the same measures for effecting it which States legislators have adopted before him with so much success. Mr. Boulton himself subsequently confesses that "the construction of a Railroad would bring the wild lands of the Province into the market at a fair price." And is not this of itself, not to mention other obvious contingent advantages, of consequence enough to induce every man of any public spirit to do all in his power to further so desirable a consummation? It is no easy matter to combat, much less to confute, so practical and talented a person as Mr. Merritt; but we venture to differ from him in his opinion of the superiority of private enterprise over government interference in a matter of so much general interest and utility as that of Railways. We think it very questionable whether the whole should not be as much in the hands of the Government as

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Lind is not to be laid up in consequence of the new arrangements,—though she is not to carry the mails, she will continue to run as usual.

NOTICE TO GAS CONSUMERS.—Look out for the discount before the 16th inst. Pay before then and get the benefit of the discount.

SIGNOR FRANCISCO.—We find that this very ubiquitous person has not only the power of being in two or more places at a time, but that he can also converse with his various personalities with great fluency and precision; in short, that he is as masterly a ventriloquist as he is dexterous in hatching, or rather laying, eggs, manufacturing flowers, and connecting sweetmeats for the ladies. We suspect, when the full power of his ventriloquism becomes known, the fair sex will flock to him in crowds, but we beg, for the sake of all lords of the creation who are in authority, that he will not be so ready to divulge his *lagnel* secrets as he is fond of explaining his manner, because, we happen to know, that in the opinion of many distinguished benedicts, one tongue is considered more than a half too much for their better halves, and if, by any chance, they should get two unruly members in their heads, the aforesaid lords of the creation must abdicate their domestic thrones and fly, like pigeons in spring, to other and quieter regions.

MRS. SHERRATT.—We beg to inform our readers that this accomplished Actress takes her benefit this evening at the "Bandbox," St. Jean Baptiste Street. Sir Wm. Don will appear in two pieces,—and this will positively be his last appearance in Montreal. We trust that Mrs. Sherratt's friends will give her a bumper.

We understand that the celebrated Italian Prima Donna, Mad'lle. Euphemia Borghese, Signor Forti, First Tenor of Astor Place, in New York, who played with such success during the two last seasons in New York, and Mr. Wells, the famous German Pianist, will be here in a few days for the purpose of giving several Concerts.

The *London Quarterly Review* for July has just been laid on our table, from E. Dawson, Place d'Armes. It contains eight articles of more or less importance.

1. Gardening:—An interesting article collected from eight different English authors, all celebrated in their several departments of this interesting study.

2. Scotland before the Reformation:—Reviewing the History of Scotland by Knox, antiquities of Scottish Parishes, and an inquiry into the law of Scottish Peerages.

3. Recent Travellers in North America—notices, agricultural, economical, and social.

4. Dennistoun's Memoirs of the Dukes of Urbino—Lives, Arts, Literature of Italy.

5. Correspondence of Walpole and Mann.

6. Origens Philosophumena.

7. Bathurst's Euripides.

8. Rubric versus Usage.

We learn that Mr. Cook, chemist, of this city, has been appointed Inspector of Leather. This is a new office, the exact nature and duties of which, we are entirely ignorant.—*Gazette.*

Arrival of the Arctic.

NEW YORK, August 12.

ENGLAND.—Another Sheriff has been elected for the city of London—J. Mc. Smith, a Roman Catholic. The city seems resolved, between Jews and Catholics, to prove its perfect tolerance in religious matters.

The report that the *Flora*, (whaler,) from Hull, had discovered the bodies of four men who had belonged to Sir John Franklin's expedition, is exciting great interest, and the story is generally believed.

The Exhibition receipts exceeded £3,000 on shilling days. The number of visitors reached 70,000.

The London Peace Congress has received the addition of M. De Girardin, noted as a great duellist and revolutionist.

The Overland Mail brings dates from Calcutta to the 24th June, and from Bombay to the 25th. The news is of no importance.

We learn by the *Arctic* that the revolution in China is still unchecked.

A large number of shipwrecks had occurred, by which many lives were lost.

The *Africa* arrived at Liverpool on the evening of the 26th June.

SPAIN.—A Bill has passed for the settlement of the public debt by 50 to 29.

FRANCE.—The Committee on the Budget report the receipts and expenditure for 1851, not lower than 1,437,331,829 francs. Total receipts 1,379,554,706 francs. Excess of expenditure 59,777,023 francs, or about $11,900,000,—a formidable deficiency.

The Committee of the Assembly had divided in favor of a prorogation from the 10th of August to the 20th of October.

ROME.—Some difficulties had occurred between the Military and the Papal Government. The former insist upon turning the officers of the inquisition out of the building occupied by them, in order to make room for some fresh arrivals of their officers.

LIVERPOOL MARKETS.—Cotton advanced ¼d. Sales for 3 days 32,000 bales; speculators took 12,000.

Corn—market brisk for fine yellow. No change in the value of any other description.

Flour in retail demand at previous rates.

In Wheat very little doing, and prices unchanged.

In Coffee little doing.

In Teas a slight demand and more doing.

Provisions in fair demand and prices unchanged.

American Stocks at London steady.

PORT OF MONTREAL.

Imports.

Per Ship MONTREAL, McMASTER, from Liverpool—Edmonstone, Allan & Co.

A Cuvillier & Co, 9 brls; Richd Thomson, 6 cks 2 cs 112 moulds 50 barr 75 plates 8 bdls 60 hurdles 1 box; Styles, Cheapman & Co, 6 cs 2 bxs; J Phillips, 1 bl; Hordruff & Kirkpatrick 1 do; 1 Cockshutt, do; W Bur, 1 do; McPherson, Crane & Co, 2 cases 1 bale; Order, 10 casks; Holmes, Knapp & Co, 100 bkts; Moss & Brothers, 1 bale; Brown & Swan, 1 bale; W B Seymour & Co, 2 bls 1 cs 4 cks 28 hf cks; J Eastwood, 1 cs; Henderson, 2 cs; D F Brittin, 1 cs; J Knowlson, 1 cs; J Simpson & Co, 1 cs 1 bl; J R Lyon, 1 cs; J Bower, 1 bl; J Denny, 1 bale; F Farrish, 1 bl; Frothingham & Workman, 1056 bdls 15 chains; Morland & Co, 729 bdls 4 chs; J H Evans, 22 cks 1 cs 19 bags 14 plates; W Darling, 250 bxs 25 cases 48 cks 34 bdls; W & J Smith & Co, 7 bales; E & V Hudon, 4 cases 7 bales; Ogilvy & Campbell, 4 bns 1 cs; J G McKenzie & Co, 2 bls; Desmarteau, Marchand & Co, 6 bales; Alex Walker, 1 bale; Henry Fowler, 4 cs 2 bls; Thos Musson, 3 cs; Gillespie, Moffatt & Co, 41 bls; Anderson, Auldjo, Evans & Co, 3 cks 20 chains 17½ bdls 100 hzs 100 spars; Daniel Macnab, 16 cks 914 bdls; Benj Miller, 1 cs 1 cask 1 hamper 7 bdls 26 moulds; Stobridge & Botham, 1 bale; W & R Muir, 14 bales 1 cs; A Prevost, 19 bales; N S Whitney, 12 cases 5 bls; Seymour & Wiggy, 12 cs 8 bls; S M & W Aitkin, 11 bls 9 cs; Gilmour & Co, 16 bls 12 cs; Moffatt, Murray & Co, 2 cs 4 bls; Galarneau & Roy, 8 bls 12 cases; Jos M Ross, 3 bales; Thos Kay & Co, 9 cs 6 bales; W Whitehord & Co, 5 bls; LeMesurier, Routh & Co, 500 bxs; S Greenshields, Son & Co, 2 bales 2 cs; H S Smith, 24 crates; A Levy, 1 bale; P Jordan & Co, 1 bale; Jean Brunet, 2 bls 12 cs; John Robertson, 2 bls 2 cases; A & J Arthur, 5 bales; Robertson, Bros. 260 chare moulds 7 sawils 1 cak; J & R Roy, 12 bls 9 cases; P Holland, 98 ingots; J B Beaudry, 3 cs 1 bl; McKand & Bros, 18 bls 15 cs; Wm Stephenson & Co, 6 bls 6 cs; Bowen & Hall, 17 cs 21 bls; Jno Ewart, (Jr) & Co, 4 cases 1 bl; Ogilvie, Moxon & Co, 3 cases 1 bale; A & T G Kerr & Co, 51 bales 19 cases; Mathie, Robertson & Co, 24 bls 6 cs; D & A Stewart, 3 cs; J Murray & Co, 2 bls 1 cs; A Hughes & Co, 9 bls 3 cs; W L Ferrin & Co, 13 cs 10 bls; F & J Leclaire, 20 bls 9 pkgs; Whitemore, Rutherford & Co, 5 cases 3 bales; F Topping & Co, 9 cs; A Laurie & Co, 1 cs; Gilmour & Coulson, 3 bls 3 cs; D Bell & Co, 9 bls 8 cs; W McMaster, 51 do 20 do; Masson, Bruyere, Thomas & Co, 73 do 2 do; Buchanan, Harris & Co, 42 bls 3 cks 1 trunk 1212 bdls; Young & Harvey, 1 cask; Betty & Kay, 3 cs 1 bl; Winn & McLean, 3 cs 10 bls; Mackenzie & Weddell, 7 bls 1 cs; Benjamin Brothers, 1 bl; Jas McKay & Co, 26 bls 1 cs; Thos Hutton, 16 cases 113 bdls; Ross, Mitchell & Co, 24 cases 18 bales; Jas Rhodes, 4 cs 3 bls; W Mundie, 9 cs 4 bales 3 casks; H Jones & Co, 17 pkgs; Sibley, Forster & Co, 14 bls 8 cases.

PORT OF QUEBEC.

Arrived.

August 10.

Bark Astoria, Jenkins, 22nd July, New York, order, ballast.

.... Tay, Adams, 27th June, London, Buchanan & Co, iron, &c, 61 pass

Brig Rose, Lamond, 20th July, St Johns, (NFld.) H S Nood & Co, sugar, oil and fish

August 12.

Prussian Ship John, Spohn, 21st June, Gloucester, order, railway iron

Ship Harold, Brown, 24th July, New York, Dean & Co, ballast

.... Montreal, McMaster, 12th July, Liverpool, G R Symes & Co, general cargo, 1 pass

Bark Julia Hayes, Vecqua, 25th June, Belfast, T Kelly, iron, 3 cabin and 103 steerage pass

.... Prince of Wales, Brown, 1st June, Cardiff, order, railway iron

Brig Kington, Wyman, 1st Aug, Halifax, R Mitchell, sugar, &c

.... Vine, Hunter, 21st June, Villanueva, (Spain,) order, casks

.... Swan, Arrowsmith, 14th June, Sunderland, Wilson & Co, casks

.... Transit, Jones, 21st June, Newport, ——, railway iron

.... William Wilberforce, Hunter, 17th July, St Johns, (NFld.) Symes & Co, ballast

.... Heather Bell, Ellis, 20th June, Liverpool, J G Mackenzie, general cargo, for Montreal

.... Earl of Aberdeen, Clement, 20th July, St. Johns, (NFld.) Symes & Co, ballast

Brigt Kate Robinson, Watt, 26th June, Dublin, Gilmour & Co, do

Schr Thomas, Macmillan, 19th July, St. Johns, (NFld.) J W Lengwell, sugar, molasses, &c

Shipping Intelligence.

The vessels arrived yesterday, report from fifteen to twenty vessels in the river, bound up.

The ship James Fagan, Davis, hence for Dublin, was spoke on the 31 inst., off the Bird Island, 10 days out; and the bark Caroline, Anderson, hence for London, was spoken on the 6th, off Fox River, 21 days out. The Earl of Aberdeen also passed Lowry, near about 100 miles off outward bound vessels between Bird Island and Quebec.

First vessel of Second year to pass Port this Season.—The fast sailing ship Montreal, Capt. McMaster, anchored off this port last night, and came alongside the wharf this morning. She had a very short passage of 24 days from Liverpool, having sailed from that port on the evening of the 18th July. The Montreal has a general cargo for Messrs.

The bark Memphis, Campbell, cleared at New York for Quebec, on the 6th instant.

Halifax, July 30th—Arrived—Schrs. Jane Ann, Mercier, from Quebec, 21 days; Maria, Prescott, Baxter, from Montreal, 21 days. Sld—Schrs. Rambler, Newell, from Montreal, 17 days. Aug. 1—Cleared—Schr. Jane Ann, Mercier, for Quebec.

FRANCISCO'S RESTUARANT,

BONAVENTURE STREET.

A CONSTANT SUPPLY of FRESH OYSTERS and LOBSTERS always on hand, and REFREMENTS of every description at all hours.

August 14. 412

BIRTH.

At Rose Pre, Montreal, on the 11th instant, Mrs. Geo. de Desbarats, of a son.

MARRIED.

In this city, on the 12th instant, at Trinity Church, by the Rev. Mr. Campbell, M. Macdonald Bridges, of Toronto, to Miss Rosalie Hill, only daughter of Mr. Charles Hill.

In this city, on the 12th instant, by the Rev. William Taylor, D. D., Mr. William Gilmour, youngest son of Mr. Matthew Gilmour, farmer, St. Janvier, to Margaret, only daughter of the late Mr. James Knox, of Kilwinning Scotland.

In St. Polycarpe, on the 12th ultimo, by the Rev. A. McLean, D. Morrison, Esq., Newton, to Mary, youngest daughter of the late Capt. James Greenshield, of Montreal.

DIED.

At Place Lartigue, Montreal, on the 10th instant, Pritzler Charles Augustus, infant son of Captain Wetherall, Rifle Brigade, A.D.C., aged 11 months and 14 days.

At Rideau Hall, New Edinburgh, on the 10th instant, Christiana Mackay, mother of the Hon. Thomas Mackay, aged 88 years.

JUST RECEIVED, by Express—
Eclectic for August.
American Temperance Magazine for July
R. W. LAY,
193, Notre Dame Street.
Montreal, August 14, 1851. 412

ODD FELLOWS' HALL,
Great St. James Street.

THE WIZARD!—THE WIZARD!!

ON THURSDAY, FRIDAY, & SATURDAY EVENINGS, August 14, 15 and 16.
ENTIRE NEW EXHIBITION!!
GRAND ITALIAN FANTOCCINI!!
NEW WONDERS AND MIRACLES!!!
BEST OF THEM ALL!!!!

Doors open at 10 minutes before 8; Scene to commence at HALF-PAST EIGHT.
Tickets at the people's price, viz., 1s. 3d.
August 14. 412

HIGH SCHOOL OF MONTREAL.

THE CLASSES will recommence STUDY on WEDNESDAY, August 20th instant, at 9 o'clock. Applications for admission of NEW PUPILS to be made to the RECTOR, at his Residence, No. 1, Place St. Antoine.
PRIVATE BOARDERS are taken by the Rector and the other Masters.
HEW RAMSAY,
Hon. Sec'y
August 14. 412

PEARCE'S WATER FILTERS,
NO. 21, WALL STREET, NEW YORK

THE Public are respectfully informed, that WATER FILTERS, of the most approved construction, are kept constantly on hand at the above Establishment.
New York, August 10, 1851. 412

STORAGE AND INSURANCE.

THE Subscriber having REMOVED to the very commodious Stores, "Cavillier's Buildings," No. 13, St. Sacrament Street, opposite to the Office of Messrs. Gilmour & Co., is now prepared to receive
CONSIGNMENTS
OF POT and PEARL ASHES, which will be Sold, and remitted for, on a very moderate Commission.
RATES:
Flour—1d. per barrel per month;
Pot and Pearl Ashes—½d. per barrel first month; 3d. per barrel each succeeding month.
N.B.—The above rates INCLUDE the charge for insurance against Fire.
CONSIGNMENTS
Ashes consigned for Sale, will be covered by a Policy of Insurance from the moment they are placed in the Stores for Inspection. Commission for selling and paying over, or remitting, very moderate.
LAND AGENCY:
The REGISTRY OFFICE, for the Sale of FARMS, LANDS, and HOUSES, also for the LETTING of HOUSES, will be continued as formerly.
TRUSTEESHIP:
INSOLVENT ESTATES wound up, and BALANCE SHEETS and STATEMENTS prepared, for inspection of Creditors, &c., &c., on a Commission of 2½ per cent., exclusive of Advertising and Handbills
JOHN G. DINNING,
13, *St. Sacrament Street.*
August 14. 412

NEW CITY GAS COMPANY
OF MONTREAL.

NOTICE IS HEREBY GIVEN, that a DIVIDEND of TWO PER CENT. for the half year, ending 1st August, instant, will be PAID to the SHAREHOLDERS, within the COMPANY'S OFFICE, Gabriel Street, Ghettown, on and after MONDAY, the FIRST DAY of SEPTEMBER next.
The Transfer Book will be closed between the 15th instant, and the 1st September.
By order of the Board of Directors.
W. R. FALCONER,
Manager.
August 9. 409

JOHN KER & CO.'S
ESSENCE OF COFFEE,
PREPARED FROM
PULTONEY'S ORIGINAL CELEBRATED RECIPE,
Acknowledged to be the Finest Article ever Manufactured in Great Britain.
Sold by all respectable Grocers and Druggists in America.
Manufactured and Sold, Wholesale only, by JOHN KER & Co., at their Store, Common Street, Canal Wharf, Montreal.
None Genuine unless Signed
JOHN KER & CO.
August 12. 410

MONTREAL PROVIDENT AND SAVINGS' BANK.

FOURTH DIVIDEND.

NOTICE IS HEREBY GIVEN, that the Trustees will be prepared to Pay, on and after the FIFTEENTH Instant, a FOURTH DIVIDEND of TWO SHILLINGS per POUND, upon the Deposits at the time of the Suspension, making in all 10s. per £.
Office OPEN from TEN till THREE o'clock.
JAMES COURT,
Actuary.
August 6, 1851. 16

FRENCH WINES.
FRESH IMPORTATIONS.

THE Subscribers return thanks to their friends and the public in general for the encouragement which they have received since they opened their Stores, and beg to inform them that they have just landed a quantity of Bordeaux Wines of the best marks, which they will guarantee as to contain any alcoholic mixture. The Clergy will find these Wines the best adapted for sacramental purposes.
—ALSO—
An assorted assortment of French Dry Goods, including Gentlemen's Hats, Ladies' Bonnets, Parasols, Mantillas, Gloves, &c., &c., &c.
The whole will be Sold at the most moderate prices.
JOSEPH BONACINA & Co.,
No. 4, Nash's Buildings,
St. Joseph Street.
July 26, 1851. 398

GRAMMAR SCHOOL, LENNOXVILLE.

THE SCHOOL RE-OPENS on the FIRST of AUGUST. For information, apply to the Rev. J. Butler, Lennoxville; or to the Rev. J. Irvine, at S. C. Gavin, Esq., M. D., Montreal; or the