☞ The Montreal Courier is published daily during the six business months of the year, viz., from the 1st of May to the 1st of November, and the other six months triweekly, on Mondays, Wednesdays, and Fridays. Subscription, six dollars per annum, payable in advance.

☞ The Evening Courier (Monthly) is published on Monday and Thursday evenings, in time for the Mails, at the low price of Three Dollars per annum, payable in advance.

☞ All Letters must be post-paid, or else the postage will be deducted from the amount sent.

☞ Voluntary Correspondence solicited from all parts of the Continent of America. If made use of, the person transmitting the information, will be liberally remunerated.

THE COURIER.

WEDNESDAY, AUGUST 28, 1850.

Fires.

In our last, we called on the people of Montreal at once to express their opinion through the medium of a public meeting, and recommended that no time should be lost in doing so. We have since taken some pains to inquire into the real state of the case as it affects the Corporation, and we find that, under the present Act of Incorporation, the City Council has not the power to prevent the erection of wooden buildings, or even of shingle roofs, except in the central wards. It is clear, therefore, that nothing can be done for a twelvemonth, that is, until the next Session of Parliament, when the Act of Incorporation may be amended so as to confer on the City Council the necessary powers. In the meantime, the citizens may be preparing for the fate, in order to show them from whom they may expect opposition to this salutary amendment, we shall here insert a copy of the minutes of certain Proceedings of the Corporation on this very subject, by which they will find out how the necessity of such a power has struck certain members of the Corporation, and how others have successfully opposed them in procuring it:—

SPECIAL MEETING OF COUNCIL.

Wednesday, 28th June, 1850.

Alderman LaRocque moved, seconded by Councillor Hall:

That a Petition be at once addressed to the Provincial Parliament, asking for powers to prevent, by By-law, the erection of wooden buildings of any kind, or the covering of them in wood, and of fences, in any portion of the City, as the Council may deem proper.

For the motion:—Aldermen Lyman and LaRocque, Councillors Hall and Holton—4.

Against it:—Aldermen Grenier and Beaudry, Councillors Lynch, Homier, Magnan, Macdonald, Frechette—7.

Councillor Hall gave notice that he would move, at the next meeting of Council, that the Legislature be petitioned to amend the 31st section of the Act of Incorporation, so that the Corporation may be empowered to prohibit, by a By-law, the erection of any wooden building, any wooden fences or partition walls, and any wooden roofs, within the City limits, or within any particular section of the limits only, that the Council may at any time consider expedient.

This motion of Councillor Hall was taken out of his hands, but was embodied in a Report from the Fire Committee, and on Wednesday, July the 3rd, Councillor Hall, seconded by Councillor Whitlaw, moved, that the Report should be adopted; but its adoption was opposed by Alderman Beaudry, seconded by Councillor Homier, who moved, that it should be adopted "in so far only as regards the extension of the powers of the Council to prohibit the erection of wooden buildings in the Suburbs of the City, as recommended in the Report, to wit, St. Mary, Craig, St. Lawrence, St. Antoine, St. Joseph, Wellington, McGill, and St. Denis Streets, and to prohibit the covering of the said buildings with wood or shingles." For the amendment there voted, Aldermen Grenier and Beaudry, Councillors Lynch, Homier, Prevost, Whitlaw, Macdonald, and Frechette—8. Against it, Alderman LaRocque, Councillors Leclerc, Hill, and McGrath—4. Councillors Whitlaw and Macdonald, we must observe, voted for the amendment, only because they thought that they should thereby secure something of what they thought for the advantage of the city, knowing that the original motion had no chance of being carried in the present Corporation, and even what little good the amendment would have done, has been lost, because the Act of Incorporation, as amended by this proposition and others, was not got through this Session of Parliament.

Thus it will be seen that Messrs. Grenier, Beaudry, Lynch, Homier, Prevost, and Frechette, are the Members of the City Council who persisted in a system which is continually exposing to ruin the property of their constituents. The citizens ought to take care that each of these six men as go out by rotation next year are not re-elected, and that such men only shall be returned as will pledge themselves before hand to carry out all necessary reforms, not only in this matter of fires and wooden buildings, but in lighting, watering and sweeping the streets, in having a more numerous and better organized police force, and in short doing a great many things for the safety and comfort of the citizens that are now left undone.

When men undertake to write history, they should be careful to write it correctly. We say this because we have recently seen two gross blunders; one of them, it is true, occurs merely in a French newspaper published in the United States, but the other is in a work of more pretension, by the well known writer Headly; in a sketch of the life and character of Cromwell.

The newspaper man, in alluding to the invasion of England by William the Conqueror, says that "England was then conquered by the French."—Now we will not deny but that among the sixty thousand men who landed with William there may have been Frankish Knights, as we know that there were Bretons, because the fame of such an expedition attracted military adventurers from all quarters of Europe; but if this writer knew anything of history he would know that the Conqueror and the mass of his army were Normans, a Teutonic people of kindred origin with the Angles, Saxons, Jutes and Danes, who then principally inhabited England, who had themselves, only one hundred and fifty years before, under their great Duke Rou or Rollo, invaded that part of France then called Neustria, and now Normandy, driving the Franks before them like chaff, until King Charles was compelled to conclude a treaty with them at St. Clair, by which Neustria was permanently ceded to the Normans, Duke Rollo at the same time turning Christian and marrying Gille, the daughter of the King. If there, or their descendants, the Conqueror and his Knights, were "Frenchmen,"—wal, we are Chinese, that's all!

Mr. Headly's is a trifling blunder, compared to this, but still it is an inaccuracy which he ought to have known better than to perpetrate. He represents Cromwell as going to break up the Parliament surrounded by the "LEVERS" of his faithful soldiers, repeating the phrase twice in the same page. In Cromwell's time there was no such thing as a "bayonet" used either in England or on the Continent. Some years after the civil war, in 1672, bayonets, or as they were then called "great knives," about two feet long, with wooden handles, were carried by the musketeers; the wooden handles were made to fit the muzzles of the muskets and were thrust into it only when the soldiers charged. The socket bayonet, as used at present, which permits the musket to be fired with the bayonet fixed, was not introduced into England till the reign of William the Third, in 1690, if we recollect rightly, having no book to which we can refer, and were first used by British troops at the Battle of the Boyne.

The Road Swindle.—The efforts of the Ministerial journals to prove that the contemplated sale of these Roads to private parties was quite a straightforward affair, are very plausible and ingenious; but they only go still more strongly to convince us that the job would have been perpetrated, in all its enormity, had the Government not been frightened out of it by the indignation excited. As for the figures of the *Globe*, they only go to prove, as the *Patriot* observes, that that journal has proved to a demonstration that Beaty & Co. have patriotically offered to relieve the Government from a dead loss to bear it themselves. What a charming thing is *genuine disinterestedness!*

A fire occurred on Monday morning, about two o'clock, in the Village of Beauharnois, in a stone house belonging to the late Mr. John Ross, merchant. The building was totally destroyed; the weather fortunately was calm, which prevented the fire from extending to other premises. We understand the building was insured.

We understand that a meeting of the Protestant Episcopal Congregations of this city will be held in Christ's Church this afternoon at half-past three o'clock, for the purpose of adopting measures to present an address to the Lord Bishop of Montreal on his arrival in the Diocese.

A few days ago we had the satisfaction of learning that private remonstrance and public exposure had blanched the cheek of the Inspector General, and made his colleagues and himself hesitate in preparing for a final ratification of the job. With wonderful address the Government organ now informs us that its patrons will not ratify the bargain. "The whole thing is yet open," says the *Globe*. Before leaving for New York, Mr. Beaty said the whole thing was completed; he boasted that the profit of the roads would pay off the whole of the £75,000 cost in thirteen years; and we believe he went as far as to give orders to some of the gate-keepers. He went off to New York to arrange the securities for one-tenth part of the purchase money, and yesterday afternoon he would have the mortification of reading in the *New York papers*, (telegraphed from here,) that the whole thing had exploded, and himself been left the dupe of his own trickery. How deep and bitter must be his mortification! How, the reader will ask, are the Government to withdraw from a bargain which, in Council, they resolved to agree to? This is the loop-hole: no official notification of the acceptance of his offer had been communicated to Mr. Beaty.—Such at least is the statement of the Government organ—so that Beaty must have become possessed of the resolution of the Executive Council demi-officially, through the medium of a friend. And on the strength of that communication he went off to New York. This is only another proof of his great reliance, throughout the whole affair, on his ministerial friend. That minister will hardly escape reproaches for his deception, either from his chopfallen friend or his perfidious colleagues.

[illegible] ping its execution. We believe, too, that private remonstrance with ministers has had its share weight; and for this part of the affair the member for Norfolk, who we understand took active steps in the matter, is entitled to the chief credit. Although the burning match, which was about to be applied to the train has been extinguished, the case of the conspirators is not thereby bettered. The infamy of defeat has only been added to the wickedness of an incipient swindle, framed on a gigantic scale. The crime was in the intention. An intending murderer is not the less criminal because he fails in the execution.—*North American.*

Military Intelligence.—We are able, exclusively, to publish the following important change of regiments, which may be considered as most authentic:—The 74th and 55th regiments will proceed from Ireland to Gibraltar about January; the 41st and 49th will proceed from Ireland to Corfu about January; the 30th will proceed from England to Corfu about January; the 49th will proceed from Ireland to Corfu about January; the 3rd and 68th will proceed from Ireland to Malta about January; the 92nd will proceed from Ireland to Corfu about January; the 16th will proceed from Corfu to Jamaica; the 97th from Jamaica to Nova Scotia; the Royals from Halifax to England; the 76th from Corfu to Malta; the 50th from Malta to the West Indies; the 72nd from Barbadoes to Halifax; the 38th from Halifax to England; the 36th from Corfu to Barbadoes; the 86th from Barbadoes to Quebec; the 19th from Quebec to England; the 67th from Gibraltar to Barbadoes; the 54th from Barbadoes to Quebec; the 79th from Quebec to England; the 64th from Malta to Gibraltar; the 56th from Gibraltar to Bermuda; the 42nd from Bermuda to Halifax; the 38th from Halifax to England.—*United Service Gazette.*

Waterton's Fondlings.—Charles Waterton, the eccentric naturalist and traveller, has lately come out with some strong evidence in favor of miracles now exhibiting in Italy; but he is always to be taken *cum grano salis*—and so we decided a partisan of his church, that in his house, at Walton Hall in Yorkshire, he has placed a Zoological description or physical representation of Christianity, typifying the Roman Catholic Church by a beautiful bird overlooking a vile little black scorpion, which is understood to represent the mother church "as by law established," whilst sundry spiders and other disagreeable insects personate dissent. I suppose he would say with the Master of the Mint, "From the cross of Saint Peter's I look down upon Saint Paul's and all conventicles." King William the Third is represented in the collection by a hideous toad, called by the owner of the mansion "Dutch William."—*Corresp. N. Y. Albion.*

A trial took place in Yorkshire last week resulting in the affiliation of a child upon a Roman Catholic priest. It appeared in evidence that two servant girls lived in the house and acted as the domestics of three priests. One of the girls had become, and the second was likely to become, a mother. I merely notice the affair, on account of the admission made by one of the priests when under examination, that a priest may give absolution to the victim of his own seduction.—*Cor. N. Y. Albion.*

A Dinner Party at Windsor Palace.

M——, an officer of great intelligence and acquaintance in a work of much interest connected with the ancient Scripture History of India, arrived a short time since in this country, and on his arrival, together with some observations on the work in which he was engaged, appeared in the London papers. A few days after, he was surprised to receive, at his hotel, (it ought the Lord Chamberlain, or Buckingham, or perhaps we should rather call it a command,) to dine at the Palace at Windsor—an honor which surprised him, as he was only just arrived from India, and never been presented at court. He determined of course to comply with the august and agreeable command, and as the invitation intimated he was to come in court dress, or words to that effect, he proceeded to his tailor, who from him out in the usual attendant's dress, fitting him for the high company amongst whom he was honored to appear. At the Castle he presented himself by the side of magnificent lady, and was astonished by the all magnificent lady, and was astonished by the all magnificent [illegible] to market lambs, one or two of whom stood on each landing, and silent as mutes, but more gorgeous, pointed their fingers in the direction he was to take; following up the grand staircase the course this line of brilliant fingerposts pointed out, he entered one ante-room, where he was received by some high officer, and mutely directed to another, and at length found himself in one where some gentlemen similarly attired as himself were waiting in a group. He had little trouble, as soon as he composed his senses, after the unusual scene through which he had passed, in perceiving that they, like himself, were invited to dinner; and he presently recognized one of them, an eminent historian, with whom he had been acquainted. Here they remained conversing for a few minutes, when suddenly the folding-doors at one end of the room were thrown open, and, preceded by the Grand Chamberlain with his rod of office, her Majesty, leaning on Prince Albert, appeared, and without pausing to take any notice of her guests, passed quite through the room in which they were, and out through corresponding doors, which led to the dining or banquet room, on the other side, the company, amongst whom was M——, falling in the rear, and silently following. They took their seats, Prince Albert next her Majesty, and the other guests down the table, which was not large, as the dinner party was a limited one. There was no general conversation—the guests spoke in subdued tones to each other, her Majesty spoke to none, and the Prince only let fall a few words to one or two near him, until at length the few words gradually grew fewer; this, however, was not so awkward as a silent dinner party might seem under other circumstances, as the magnificent band of the Cold-stream Guards, in a adjoining apartment, were playing the finest airs, and good music is any day better than indifferent conversation. Nevertheless it was a chilling scene, and as soup, fish, and flesh were handed round by the "tall fellows" in crimson, some, no doubt, thought they would prefer, as a general rule, less grandeur and more cordiality. Dinner concluded, her Majesty retired, and the guests were generally allowed to follow; the gentlemen were generally employed by the printer after composition is closed, to assist in putting the paper to press, their wages being from £3 10s. to £4. In the machine-room are engaged the machinist and assistant machinist; children assistant engineer; sixteen men and boys feed the machine and take out the papers; one to "wet it down" prepares the paper.

The publisher has five guineas a week; there are also an assistant publisher, and four or five errand-boys. Besides these there are the secretary, cashier, and accountant; three advertisement clerks, night porter, day porter, and errand boy.

There are also rent, gas, war and tear of materials, and interest on outlay; these, with the other general weekly expenses, may be computed at

Editing, writing, and reporting a double daily paper during the session of Parliament	£220
Foreign and local corresponding	100
Printing, machining, publishing, and general expenses of double paper, with occasional second and third editions, and an evening edition three days a week	200
Weekly outlay	£520

The yearly charges of an establishment of a daily paper cannot therefore be estimated at less than £25,000.

The enormous cost of the paper and stamps has not been considered in this account, as it depends entirely on the number of copies printed.

Overland Mail:—The overland mail is a costly impediment to a newspaper, unless it be allowed to share the expense with others. It amounts to about £4,000 a year, that is £20 a week each, when divided between four papers.

The Times had no action brought against it by one of its correspondents, who complained of having been unjustly dismissed; and in one of the preliminary stages of the cause, it was made known that the Times had agreed to pay this man £100 a year as a fixed salary; £60 for every journey he should make in sixty hours from Marseilles to Paris; £14 for going from Paris to Boulogne in fourteen hours and a half, and £16 for going from Calais to Paris in sixteen hours and three-quarters; with an additional allowance of £2 for every hour which he should be able to save in the specified time. All these disbursements being only a small portion of the expenses of horses and stage coaches, prior to the new lines in advance of the regular mail.

Expenses of a London Morning Paper.

Editorial:—Chief-editor, 18 guineas; sub-editor, 12 guineas; second sub-editor, 10 guineas; foreign sub-editor, 8 guineas; writers, (about 4 guineas a day,) £25; sixteen parliamentary reporters, (one at 7 guineas, and the others at 5 guineas per week,) £87 7s.

Foreign:—Paris correspondent, 10 guineas; Paris reporter for chamber, &c., 3 guineas; expenses of office, subscription to papers, &c., 5 guineas. The Paris postage is also a considerable expense. Boulogne, (agent,) 1 guinea; Madrid, 4 guineas; Vienna, 3 guineas; Rome, 4 guineas; Naples or Turin, 3 guineas; Berlin, 5 guineas; Lisbon, 3 guineas. There are also correspondents at Malta, Alexandria, Athens, Constantinople, Hamburgh, Bombay, China, Singapore, New York, Boston, Halifax, Montreal, Jamaica, and at other places, when there happens to be pressing news. All these are remunerated in proportion to the importance of their posts.

The next list is of the ports at which correspondents are engaged to facilitate the transmission of late news to London and the provinces, requiring regular reporters:—Dover, Southampton, Liverpool, Manchester, Leeds, Birmingham, Bristol, Dublin, Plymouth, Pembroke, Falmouth, Portsmouth, York, Wakefield, Chatham, Sheerness, Woolwich, Gravesend, Glasgow, Cambridge, and Oxford.

Legal Reports:—Judicial Committee of Privy Council; House of Lords, (judicial,) the cost of these two varies; Lord Chancellor's Court, three Vice Chancellor's Courts, Rolls Court, Court of Queen's Bench, Court of Common Pleas, Court of the Exchequer, Exchequer Chambers—each 3 guineas. (Extra reporters are often required for these Courts.) Bail Court, Court of Bankruptcy, each 2 guineas; Insolvent Debtors' Court, 1 guinea; Central Criminal Court, (the old and three new Courts,) 3 guineas; Surrey Sessions, Middlesex Sessions, and Sheriffs Court, 1 guinea.

Circuits:—Home, Western, Midland, Oxford, Northern, Norfolk, Welsh; these cost from £20 to £30 a Circuit; we may calculate them at £6 a week. The salaries of the law reporters are usually stopped during the long vacation.

Separate reporters attend the following Police Courts:—

Police:—Bow Street, Clerkenwell, Marylebone, Worship Street, Thames, Marlborough Street, Guildhall, Mansion House, Wandsworth, Lambeth, Southwark, Greenwich, Woolwich, Ilford Petty Sessions. Some of the reporters have stated salaries, others are paid according to the amount of their "copy" used by the paper. The whole amount is about £10 a week; upon general "penny-a-liners" copy, about £10 more is expended.

Next come the arrangements for the city contributions, with their cost:

City—Money Article, 7 guineas; Mark Lane and Mincing Lane markets, each 1 guinea.—Smaller salaries are also paid to reporters of

Markets.—Smithfield, hay; Smithfield, cattle; Leadenhall, hides; Newgate and Leadenhall, meat; Billingsgate, fish; Southwark, hops; Thames Street, coals.

For city use, it is necessary to subscribe to the Stock Exchange lists, to Lloyd's and to the Jerusalem Coffee-house.

News of the Court, the Fine Arts and the Turf, is supplied by the Court Circular, the Sporting reporter, theatrical and musical reporter, and the fine arts reporter.

It is usual to have in the establishment a man with a thorough knowledge of medicine and the collateral sciences, that the paper may not contain mistakes in reports of medical evidence, and legal investigations, where physiological, chemical, or botanical science is concerned.

Some Public Meetings, Parliamentary Committees, Masters in Chancery, Railways and other inquiries, from the nature of notes, are often attended by members of the parliamentary staff; others have their own reporters, and any extra work is given to the "penny-a-liners."

It is desirable, in addition to these paid sources of information, to have friends who will communicate intelligence from public offices in Downing Street, (where deputations have to be reported,) at the Horse Guards, for military news; at the Admiralty, for naval news; at the Treasury and Board of Trade, where much has to be gathered from the Clubs, especially the Reform and Carlton Clubs.

It is requisite, also, to subscribe for Hansard's Debates, Acts of Parliament, Votes of the House, and other parliamentary papers, the London Gazette, the Coal-market List, and Packet List.

A large number of foreign, colonial and provincial papers are taken in; the average number of these may be put down at one hundred and fifty daily. Sometimes these are paid for, but more frequently an exchange is entered upon. The examination of these newspapers is one of the most laborious duties of the sub editors.

Railways and Telegraphs:—A great expense is entailed by the transmission of the different correspondents to the scenes of action, whence news is to be gathered. The transmission of their communications is also a very heavy item. Parcels are frequently sent by railway, when the post is not fast enough for daily expeditions. Occasionally, a heavy expense is incurred for a special railway engine. The electric telegraph is also a serious expense. The cost of ordinary railway parcels and portemage, average from £5 to £7 a week. When a special engine is employed, any person may travel in it who chooses to share the cost; hence, different papers frequently join in paying for the engine which it is necessary for the several correspondents to take news to London from the same spot. The expense of bringing up a report from Manchester to London, is $50. The office in town is also her expensive item. Here are to be accommodated, in addition, the editors and reporters.

The Printers:—A printer; assistant printer; maker up of advertisements; three readers; three assistant readers, or "heading boys;" about forty-five or fifty compositors; also from eight to ten "grass" men, not regularly employed, but waiting for occasional work from the deficiency or absence of regular hands. These men of "grass" are not recognized by the printer in his official capacity; a regular hand always being supposed to be at his *frame*, either in person or by his representative "grass."

The wages of the printer vary from £5 to £7 a week; the assistant printer, and advertisement clerks each £3 10s. to £4; reader, £5; assistant reader, from £1 10s. to £1 10s.; the compositors [illegible] are generally employed by the printer after composition is closed, to assist in putting the paper to press, their wages being from £3 10s. to £4. In the machine-room are engaged the machinist and assistant machinist; children assistant engineer; sixteen men and boys feed the machine and take out the papers; one "wets it down" prepares the paper.

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PORT OF MONTREAL.

ARRIVED,
August 24.

Schr Governor, Middleton, Pictou, F H Heward, coals
Schr Hedwick, Arbon, Magdalene Islands, Carter & Cowan, fish and oil.

25.

Ship Cambria, Harrison, Glasgow, J R Orr, general cargo
27.

Bark Alice Gill, Wright, July 15, Liverpool, Gillespie, Moffatt & Co, general cargo.

CLEARED,
August 24.

Schr Governor, Middleton, Toronto, F H Heward, coals

PORT OF QUEBEC.

ARRIVED,
August 24.

Ship (Prussian) Wickman, Brandhoff, 8th July, Gloucester, Lemesurier & Co, iron
.... (Russian) Swoni, Levon, 7th do, Newport, order, railroad iron
Bark Ann, Williams, do, do, Port Glasgow, A Gilmour & Co, coals
.... Emma, Perry, 10th do, Plymouth, H & E Burstall, ballast
.... Orbit, Larkin, 25th June, Liverpool, A Provan do, 34 pass
.... Hebe, Hargrave, 15th July, order, do, 3 pass
.... Montezuma, Kendall, do, do, do, order, (Montreal,) general cargo, 3 cabin pass
Brig Jessie, Fitzgerald, 17th do, Limerick, G B Symes & Co, ballast, 78 pass
Schr Mary Ann, Cochrane, 12 days, St Johns (Nfld.) W Hunt & Co, molasses and oil
.... Alphonine, Jouras, 10th August, do, H J Noad & Co, sugar and molasses
.... Lady, Bergeron, 10 days, Halifax, Mr. Fairbanks, plaster

26th.

Ship Juno, Browne, 10th July, Liverpool, A Provan, salt, 22 pass
.... Empire, Keane, 6th do, New Ross, W Jones, ballast, 17 cabin and 246 steerage pass
Bark George, Atkinson, 11th do, Oban, Gillespies & Co, iron and coals, 84 pass
Brig Charles, Walters, 13th do, Cardiff, order, railroad iron
.... Ben Accond, Salter, 17th do, Limerick, do, ballast, 111 pass
.... Sylvanus, Anderson, 6th do, Westport, do, do, 102 pass
.... Mary Brandale, 7th do, Newport, Pemberton Bros, railroad iron
.... Standard, Crosby, 13th do, Cardiff, order, do
.... Mary Mitchesson, Hanson, 10th August, Halifax, Lemesurier & Co, ballast
.... Mary, Lewis, 10th July, Cork, W J C Benson, do, 107 pass
Brigts Rose, Norman, 11th August, St John's (Nfld.) H J Noad & Co, molasses, 1 pass

CLEARED,
August 24.

Ship Agnes, Smallman, Lublin, A Gilmour & Co
.... Liverpool, Rasbeck, Holyhead, W J C Benson
.... Resolute, Simpson, Liverpool, A Gilmour & Co
Bark Turquin, Mosely, London, W J C Benson
.... Lord Seaton, Welsh, Liverpool, G B Symes & Co
Brig Strathmore, Ellis, Portlock, C E Levey & Co
.... Derwent, Brown, Workington, A Provan
Schr Mary Jane, Bonisy, St John's (Nfld.) M I Wilson & Co
.... Swift, LeBlanc, Miramichi, H J Noad & Co

26th.

Brig Mary Jane, Brandt, Sunderland, Wm Dawson
.... (Norwegian,) Victoria, Muller, Hull, G B Symes & Co
.... British Queen, Errington, Truro, A Gilmour & Co
Schr Bee, Cunningham, Gaspebec & Arichat, H J Noad & Co

SHIPPING INTELLIGENCE.

The Brig Berlin, Lett, cleared at New York for Quebec on the 19th instant.

The Brig Chalon, Thompson, is advertised at New York for Quebec.

The Brig Jane King, of Ardrossan, with a cargo of rum, sugar and molasses, was totally lost on the Bonaventure Island, on Sunday, the 4th, crew and part of the cargo saved. She was bound to Quebec from Cuba.

The Brig Gill, of Sunderland, Capt. Gray, from Sicily, was lost on the Island of Anticosti, on the Portland Creek, Newfoundland, on the 15th July, with a cargo of Indian Meal—vessel and cargo a total wreck.

The Brig Dromedary, Capt. Spence, is London, with a cargo of deals, wrecked on Manitoulin Island.

Wreck on Sable Island Lately.—By the arrival of the schr. Flora at Boston that vessel reports that the Island abounds with wreck, and that a boat had been seen on the Island. The Flora brought Captain Fraser, and the crew, with the mate and seaman of the new ship Antelope, 500 tons, built at Quebec, for Portland, in ballast, bound to Sic, in the River St. Lawrence, to load with timber for London; she was taken on the 6th July, 10 days after she left port, and became a total wreck. The Flora also brought the crew of the Arbroath brig Hope, Jones, from and of Baltimore, bound to St. John's, N. F., with a cargo of 300 tons of coal, and one hundred and fifty tons of iron, which vessel was also lost, but no crew was saved. The Captain remains on the Island, with the mate, to dispose of the wreck.

The schr. Ann, Cochrane, from St. Johns, arrived here at this hour last evening, from Kennebec, with the crew and passengers of the Brigus Brigantine, of Port, Capt. Mills, totally lost at Chun Cove, near Cape Race, Newfd., on Sunday night, the 4th inst.

We learn from Capt. Mills that the night was extremely dark, with thick fog, and a heavy current running. The Brigantine was 200 tons burthen, and left Liverpool on the 4th July for Quebec, with about 250 passengers, men, women, and children, (principally Irish,) all of whom, with the exception of two or three children succeeded in reaching the shore.

In the course of three or four hours the vessel became a total wreck, and the unfortunate passengers are great sufferers by the sad accident. Their loss, we are grieved to learn, has been considerably increased by the heartless conduct of "wreckers," who not only laid forcible hands upon all they could grasp belonging to the wreck, but plundered the private property of the passengers. We trust that every exertion may be used to bring the scoundrels to justice, to succour for their base and villainous conduct in the "painful hour of distress." We feel assured that the government will cause an immediate enquiry respecting the situation of the crew and passengers of the unhappy cast upon our shores; and we doubt not but the inhabitants of the community, who are proverbial for hospitality, will unite in their endeavors to relieve the distressed.—*St. John's, Newfoundland, Times of the 16th inst.*

Port of St. John's, (Nfld.,) August 6.—Cleared—Mary Ann, Cochrane, Quebec. Aug. 9—Rose, Normas, Quebec. Aug. 12—Thomas, Marchildon, Quebec.

Milford, Aug. 8.—The Anne arrived here yesterday from Newport, for Quebec, leaky, and must discharge.

Bowmore, (Islay,) Aug. 2.—The bark Evangelist, of Greenock, from Glasgow for Montreal, has ran ashore on the Rhinns Lighthouse yesterday, and was towed off the shore. The master sent on shore two young men, cotton-spinners, from Glasgow, who had stowed themselves away when at the Broomielaw, alleging that they had no work, and wished to reach Montreal.

The brig Pindon, from Pasto for Quebec, was spoken on the 1st of August, in lat. 45 21 N., long. 9 31 W., five days out, by the bark Lochnagar, arrived at London, Aug. 2.

The ship Margaret, of and from Torquay for Quebec, was spoken in lat. 49 47, long. 11 20 W., on the 1st Aug., by the bark Successor, at London.

Kilrush, Aug. 5.—Remains in the Roads—The Ariel, Stewart, with passengers, for Quebec.

Burns, (Pentland Firth.) Aug. 5.—Passed through—The brig Henry, of and from Montrose for Quebec, two days out, all well.

Plymouth, Aug 8.—Put back—The Lady Peel, Johns, for Quebec.

Shields, Aug. 5.—The Sea Bird, Harrell, arrived here from Quebec, was detained 21 days in the Gulf with gales.

Kilrush, Aug. 5.—Sailed from Quarry Roads—The Prussian bark Carl Otto, Andreas, for Quebec.

Spoken.—Bonne Mere, from Bristol for Quebec, Aug. 4, lat. 49 N., long. 12 W., by the Jessie, Wilkie, at Queenstown.

Mansion-House, London, August 9.

The Ship Java—The Whole Crew Deserting.—Four seamen, named George Lailes, No. of ticket 434,147; Thomas Giddley, No. 429,671; William Jones, No. 435,336; and John Lais, No. 437,047; were this morning placed at the bar, charged with desertion. Mr. Edgar, March, the chief officer of the Java, (which only arrived this morning at Gravesend from Quebec,) proved that the prisoners had signed articles to serve in the ship, and that they deserted at Quebec. She was 1,200 tons burthen, and took out troops. The ship's log-book was produced, from which it appeared that 40 seamen had deserted the ship while at Quebec. The prisoners left during the nights of the 7th and 17th June last. When called upon for their defence, they one and all made the same statement—"not being comfortable in the ship." Mr. Coleman said the ship was the property of Mr. Somes, and, as no indulgement to the men, Mr. Somes allowed them, as the ship's articles would certify, £1 per month grog out, and £4 per month to come home. Mr. March—Yes; and also £3 per month while they remained at Quebec. Mr. Alderman Gibbs said the conduct was most disgraceful, and sentenced them to 20 days' imprisonment and to be kept at hard labor in the House of Correction. The prisoners were quite astonished by the Magistrate's decision. Before the case was called on, they were not aware that the Java had returned to England; some of their shipmates having been brought up to the Court a week since, and escaped by paying the ordinary fine, 10s. It was said they had received between £5 and £6 per month on their passage home.

BIRTHS.

At Three Rivers, on the 22nd instant, the lady of A. E. Hart, Esq., of a daughter.

At Quebec, on the 22nd instant, the lady of Dr. Carter, of a daughter.

On the 26th instant, at Fort Erie, Mrs. Edmond Anderson, of a daughter.

At Huntingdon, on the 22nd instant, Mrs. R. B. Somerville, of a daughter.

MARRIED.

In this city, on the 21st instant, by the Rev. Charles Lavelle, Mr. Launcelot Alexander, to Miss Mary Cole, both of Montreal.

On the same day, by the same, Mr. Thomas Cook, to Miss Mary May, both of Montreal.

On the 22nd instant, at the residence of Mr. William Dougall, Mr. James Dougall, to Helen, only daughter of the late Mr. Peter Wetham.

At Cote St. Paul, the residence of the bride's mother, on the 22nd instant, by the Rev. Robert McGill, Patrick Fallen, Esq., of St. Hyacinthe, to Anne, eldest daughter of the late John Carmichael, Esq.

On Saturday, the 17th instant, at the St. Peter's Chapel, Stanbridge, Lower Canada, by the Rev. Mr. Lee, Mr. Hughes, Grocer, to Miss Pauline Mullekin, both of Quebec.

At the residence of the bride's father, at Windsor, (N. S.,) on the 14th instant, by the Rev. J. Marshall, Wesleyan Minister, Mr. Thomas Fassett Knight, merchant, of Halifax, and second son of the Rev. Richard Knight, Chairman of the New Brunswick Wesleyan District, to Mary Augusta, eldest daughter of the Rev. Matthew Richey, D. D., President of the Conference of the Wesleyan Methodist Church in Canada.

DIED.

In this city, on the 21st instant, Benjamin Seton, infant son of F. M. Holmes, Esq.

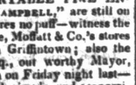
In this city, on the 25th instant, Marie Aimee Virginie, infant daughter of Mr. Cyprix Fitzpatrick, aged 1 year and 10 months.

At St. Hyacinthe, on the 26th instant, George, infant son of Mr. Andrew Gemmell, aged 16 months and 12 days.

At Williamstown, Beauharnois, after a long and painful illness, which he bore with Christian fortitude and resignation, Captain John Ainslie, aged 64 years; deeply and deservedly regretted by a numerous circle of friends and relations.

On Sunday, the 11th instant, Lewis La Pierre, Esq., one of the earliest settlers in Galt, but lately of the Plaine, near Paris.

FOR TORONTO AND HAMILTON.



THE Steamer *DAWN* will LEAVE the Wellington Street CANAL BASIN, (opposite Subscribers' Stores,) THIS EVENING.
For Freight or Passage, apply to
H. JONES & Co.
August 28. 193

FIRE! FIRE!! FIRE!!!

IT is not generally known that a few of Armstrong's Patent PORTABLE FIRE ENGINES, improved by "CAMPBELL," are still on hand. Their utility requires no puff—witness the saving of Messrs. Gillespie, Moffatt & Co.'s stores at the late great Fire in Griffintown; also the house of E. H. Fabre, Esq., out worthy Mayor, at the awful conflagration on Friday night last—both owing to these useful, simple, and economical instruments. Their Power and Utility will be tested before purchasing, by the owner.
Price, Twelve Dollars, on delivery.
JAMES CAMPBELL,
83, Craig Street.
August 28. 193

EXCURSION TO BOSTON.

VISIT TO BURR'S "SEVEN MILE MIRROR!" THE CELEBRATED PANORAMA OF THE LAKES, NIAGARA, ST. LAWRENCE, AND SAGUENAY.

Fare from Montreal to Boston and back, including Admission to the Exhibition,
FIVE DOLLARS!

THE Proprietors of BURR'S "SEVEN MILE MIRROR" have made arrangements with the CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY to take a party on a PLEASURE EXCURSION to BOSTON, via LAKE CHAMPLAIN and the BURLINGTON & RUTLAND RAILROAD.

Passengers will leave Montreal for St. Johns by Boat and Special Train, (carrying from 300 to 500,) at EIGHT o'clock, A. M., or ONE o'clock, P. M., on TUESDAY, the 3rd September, 1850, arriving in Boston the next evening; returning may leave Boston by any of the regular Trains of the Fitchburg Railroad on or before Saturday following, in time to take the Lake Champlain Steamers for Montreal that day, or next morning.

The object of this EXCURSION is to furnish to the Citizens of Montreal, and other Cities and Towns in Canada, an opportunity of visiting Boston, and seeing the several parts of New England, through which the Railroad passes, as well as that great attraction, the "Seven Mile Mirror," at the MELODEON, 363, Washington Street, Boston.

Passengers from Quebec and back, $7.

Tickets for Sale at the Champlain and St. Lawrence Railroad Office.

A. H. BRAINERD,
Superintendent.
Montreal, August 27, 1850. 192

TO LET, THREE ROOMS, No. 54, St. Antoine Street. Immediate Possession given.
August 26, 1850. 191

DAGUERREOTYPE.

MR. DOANE [illegible] his friends and the public generally, that he has received a fresh supply of the requisites for producing Daguerreotype Pictures, which, with his improved apparatus, he can produce almost instantaneously, and more accurately than by any other process. Persons may now be taken with much more ease than before.

He has for sale a large variety of Daguerreotype material, including a quantity of Gilt Mounts and Plates, lately imported from Paris, and which he offers for taking manufacturers at low prices.

August 28, 1850.

MEDICAL HALL.

THE Subscriber has [illegible] for the Sale of [illegible] Messrs. Langton, Bartlett & Condon; who, for the purity and quality, have established a [illegible] tory at Newfoundland. [illegible] marks from two of the leading [illegible] of the day:—

From the Medical Times.

"But it is not exclusively [illegible] comes from Russia and Siberia [illegible] from the boiled livers of cod [illegible] a variety from Norway is [illegible] trails of the gadus species [illegible] from Scoregal to France [illegible] trails of a species of crab [illegible] cumstances, it is gratifying [illegible] lon, Brothers & Co. [illegible] established a manufactory [illegible] land, under the management [illegible] We have received a specimen [illegible] ably pure, and we strongly [illegible] sideration of our readers."

From the Lancet.

"The chief points in [illegible] Scott's Oil are, first, its [illegible] terminus; secondly, its [illegible] the known constituents [