would be exceedingly unjust and unprecedented also, to burden the city with the expense of providing a guard for the Jail.

The report was adopted unanimously.

On motion by Councillor Montreuil, seconded by Councillor Benjamin, for giving water gratuitously to persons who desire to combine to water streets at their own expense, was referred to the Road Committee upon motion of Alderman McFarlane, seconded by Alderman Homier upon the following division, viz: Ayes—Fabre, McFarlane, Grenier, Homier, Lynch Tavernier, McDonald, Frechette, McCambridge, Larkin, 10. Nays—Benjamin, Whitlaw, Leclerc, Atwater, Lamarche, Leeming, Whitney, Montreuil, —8.

On motion of Councillor Leeming, seconded by Councillor Whitney, His Worship was requested to communicate with the Harbour Commissioners to secure from them the payment of the City Police employed on the wharves, in order that this Council may adopt more efficient means for abating the present nuisance attendant on the cabs and calèches annoying passengers arriving and departing by steamers.

The Mayor then read a letter from Councillor Hall, tendering his resignation of the chair of the Committee of Police.

This letter contained some very severe reflections on the other members of the Police Committee. It was said that the Committee had lately pursued a very "anomalous course," and that it was unpleasant to be forced into collision with those who did not know how to behave like gentlemen, and who seemed to glory in their ignorance.

Councillor Hall had left the Council before this letter was read; but we understood that Mr. Leeming was authorised by him to state that the offensive expressions in his letter were not intended to apply either to Councillors Montreuil or Whitney.

Alderman Homier made some very severe remarks upon Councillor Hall's letter, and eventually the resignation was accepted on a motion of Mr. Macfarlane seconded by Mr. Homier, with a proviso that the offensive expressions of that letter should not be placed on the minutes.

A bye law to regulate the conveyance of gunpowder was read a first time.

Councillor Whitlaw gave notice of a motion at the next meeting of the Council, that Robt. Abraham, Esq., be appointed officiate Attorney and Counsel of the Corporation, with T. Peltier, Esq.

The Council then adjourned.—*Herald.*

☞ 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 tri-weekly, on Mondays, Wednesdays, and Fridays. Subscription, six dollars ($6) per annum, payable in advance.

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☞ Parties having business with the Editor will find him at the Office between the hours of 10, A. M., and 12, Noon.

THE COURIER.

FRIDAY, MAY 9, 1851.

"The Lex Talionis" of Reciprocity.

It was our intention to have prepared an extended article on the nature and policy of that Reciprocity which for some time past, has formed the "political hobby" of the present Administration, and thus far proved unsuccessful, even under the imposing auspices of a "special mission."

The subjoined remarks, however, from the *North American*, which chanced to ance with our views on the subject, that we readily present them to our readers. It will be remembered that when this Ministerial Adventure first acquired notoriety, and so ardently sought the co-operative influence of the American Government for the accomplishment of its purposes, it was deemed by its projectors as a scheme which could easily and speedily be consummated. The various journals throughout the Province, fed and supported by invigorating draughts drawn from the Treasury, gave positive and repeated assurances of its success. It was even regarded as a matter of vast importance to the commercial interests of our enterprizing neighbors, and its mutual advantages to the parties who desired it, were ably advocated by a distinguished Senator from the State of New York. Advantages, it is certain, would have been derived by both parties, but which of them, it might be asked, would possess the "lion's share?" Jonathan, with his usual tact and sagacity, soon "calculated" the matter, and thought proper to decline "sub-silentio" the proposal of the Hon. Inspector-General.

We believe this measure of Reciprocity, between the commercial relations of this Province and the United States, to be one likely to produce additional facilities for the shipping interests of both countries. We think it both just and natural, that the Government of Canada should desire such a union of interests; and that the Congress of the United States should bestow upon the subject that consideration which its importance would seem to demand. We are of opinion, too, that the American Government will not prove implacable to the proposals offered by Canada, under a just, fair, and temperate view of the matter, and by an able, dignified, and courteous negotiation. In the vast disproportion of territory, population, enterprize, and commercial revenue between Canada and the United States, it is certainly unbecoming (and, we might add, extremely ridiculous) in any representative of the Canadian people to assume the position of a dictator to one of the most enlightened Governments of the present day, and to employ a "Bombastes Furioso" style of threatening language wholly unworthy of the gravity, dignity, and importance of the subject. Unpropitious as the closing of the Welland Canal would be for a time to American shippers of produce, the disadvantages would most certainly be on the side of our own Government. From what source is the greatest revenue of the canal derived? The *St. Catharine's Journal*, of recent date, informs us "that 140 vessels have just passed through it, and this during the term of one week only—that the tolls, up to this time, are considerably in advance of the last year." In threatening to close this communication against the Americans, the Inspector-General well knows, that in cutting off this head of the Hydra spirit of Canadian enterprise with a view to the injury of his neighbors, twenty others would soon spring forth in its place, under the successful operations and fruitful inventions of Yankee perseverance.

To tell the American people that our Canals will be closed to their shipping trade, is not the mode to obtain from them Reciprocity. They will themselves remedy the evil in some other way.

They are our neighbors, our friends, our relatives; and will require that good understanding, mutual accommodation, and courteous intercourse embraced by such relations.

To talk of shutting out American vessels from the St. Lawrence, is but the mere verbage of Ministerial consequence—"a sound full of fury, signifying nothing." With the ocean before them, and with more foreign vessels entering into, and departing from some of their ports in one day than arrive in Canada perhaps in a year, what do the Americans, comparatively speaking, want with the navigation of the St. Lawrence? If, too, as is confidently anticipated, the Railroad from Halifax to Quebec be completed, and the city of Montreal be made the terminus of a similar facility, holding direct communication with the city of New York, of what use will the navigation of the St. Lawrence be to either Americans or Canadians? To Canadians it will undoubtedly be indispensable to the Fish and Timber trade. Goods shipped, however, from the Mother Country direct across the Atlantic to Halifax or New York, and passengers and emigrants to Canada, will assuredly find a quicker transit, and a safer conveyance on such routes, than a tedious, inclement, and dangerous voyage performed through the waters of the St. Lawrence. The threat respecting "Differential Duties" would, too, be but feebly felt by the American Government. It would be "a pigmy assaulting a giant."

The Retaliatory Policy.

It appears from the *Globe* of a recent date, and rumors rife in the political world, that Mr. Hincks is determined to persevere in his attempt at frightening Uncle Sam into Reciprocity. Not only are Differential Duties to be levied, but it is plainly intimated in the "organ" that the Welland Canal is to be closed to American vessels! This absurdity is a fitting companion to the other, and the Inspector General deserves credit for consistency, at least, in splenetic policy. But before he can carry out his mad schemes—arising solely, we unhesitatingly assert, from vexation produced by his rebuff at Washington—he will probably learn that *Francis Hincks is not all Canada*, and that the mortified self-esteem of a public officer is a matter of very little importance, when weighed by the side of the vast and varied interests of a people. We doubt, however, whether the Ministry will dare to risk such a proposition to the House, as the Inspector General now threatens to do. Servile as the Ministerial Members are, and willing as they have hitherto been to carry and fetch according to the direction of their Cabinet masters, we think that they could not refrain from rebellion, if asked to shut out American trade from this Colony altogether. There is a point at which obedience and forbearance becomes a crime, and we really believe it will be reached when Mr. Hincks rises in his place, and asks leave to sever our commercial connexion with our Republican neighbors. Although firm in these convictions, it may be well to glance at some of the features of this new dodge.

The article in the *Globe* tells us that "to gain an important measure, [illegible] St. Lawrence closed to American vessels, losing annually thereby, because we hope to force on Reciprocity by such a line of policy. As we find this answering so well—the Americans being anxious in consequence, as everybody knows, to give us all that we want—we are about to increase the dose, in the shape of Differential Duties and a closed Welland Canal, in the firm conviction that the silly fellow will tender to us even more than we now desire to get. This looks bright and sharp on paper, but we have a glimmering notion that the croak of the bull-frog, and the snapping of the mud-turtle on the Welland Canal will not be half such cheerful music as the Yo hevo! of red shirted American sailors; and that tolls scarcely sufficient to pay lock-keepers will not do much towards liquidating our national debt. "But then," somebody says over our shoulder, "the Yankees are proverbially green, and the Inspector General proverbially smart—he knows that the Erie Canal is not half big enough for the western trade, and that the slow-plodding fellows to whom it belongs have neither money nor spirit to enlarge it, or strike out new courses through which their commerce may find vent." There is more of sarcasm than truth about this idea. And although it may be very popular in the region of the Public offices in this city, it will scarcely meet with so much favor in places further away. People may entertain a high opinion of the merits of the Honorable Francis Hincks, but they have more solid reasons for appreciating the shrewdness of Uncle Sam, and know his clear-grit propensities better than to believe he can be "coerced" by Canadian statesmen into any particular species of policy. If we shut out the Americans from our canals we commit national suicide, or go a long step towards it. It is idle to say that the important gain will repay us for the inconvenience. The "gain" is problematical at the best, (for we cannot conceive how the Americans will be forced into Reciprocity by it,)—too problematical to warrant the "inconvenience" which will be a certainty. The "inconvenience" we say is certain, and stares us in the face with an ominous leer. We lose by it at one stroke more than half the tolls derivable from traffic through the canal, as a beginning of the evil—as a trifling beginning. But we lose more than this. We check the carrying trade—we check the intercourse gradually growing up between Americans and Canadians—we check the prospects of Reciprocity. There is such a place on the map as St. Catharines. We know it to be a pretty, business-like, and flourishing town—as much so as any in Canada West. What will become of it if the Welland Canal is closed? In a Blue Book, published at the cost of the Canadian people in 1849, we find that the Welland Canal has cost something like $5,665,396. How is this large sum and its interest to be ultimately paid, if the receipts from the work constructed are docked one-half at the whim of a chagrined Inspector General? It must be remembered that the trade of the Welland Canal is not purely Canadian—that is, of goods carried in Canadian bottoms, or consigned to Canadian houses. Much of the traffic consists of the productions of the Far West—American from first to last—shipped through the Welland Canal to Oswego, and forwarded from thence to New York. Mr. Hincks hopes to annoy the Americans by forcing this produce to seek another route. He thinks, simple man, that the poor Yankees will be forced to let it rot in their vessels or store-houses, because they cannot find a way to market through the Welland Canal, and that they will come, cap in hand, to our Cabinet, asking forgiveness, and offering any desired amount of Reciprocity as a salve for the Inspector General's wounded feelings. Who, knowing anything of American character, supposes for a moment that they will descend to any such humble position? Instead of compelling them to make peace upon his terms, Mr. Hincks will help to bring about the speedy enlargement of the Erie Canal, and force the building up, with unexampled celerity, of the Erie Railroad, or some other means for the conveyance of Western produce. We observe that the N. Y. Legislature has broken up in an abrupt manner by the resignation of a dozen Senators, who took this unusual step to prevent the passage of the measure for enlarging the Erie Canal. The Whig and Anti-Free-Trade party were determined to force the measure through, notwithstanding its unconstitutionality. A sufficient number of Democrats resigned their seats to defeat the Bill, by depriving the House of the legal quorum. The question must now go to the people, and a fierce struggle will take place at the Polls. Will Mr. Hincks, at so critical a moment, strengthen the hands of the Whig party by exciting national pride, and driving the State into a measure through resentment which it would have refused on the ground of interest? We may induce Americans, by reasoning, to give us Reciprocity—although we must shew them clearly that a large share of advantage will accrue to them by the passage of the measure—or we may place them *hors du combat* by throwing open our ports, and declaring that we are unconditional Free-Traders; but we cannot force them into Reciprocity, by telling them that they shall not use our Canals. The verriest dunce in a village school, who has read half a dozen pages of American history, would not commit so great a blunder as to seriously entertain the idea for a moment. But school-boys do not get their knuckles rapped at Washington, and are not subject to the cut direct from the leading statesmen of the great Republic.

There is another point in the move contemplated by Mr. Hincks which invests it with additional interest. Messrs Baldwin and Price—having a wholesome fear of public indignation—will not agree to it. We give them the full benefit of the fact. Whether they have changed their minds upon the question since it was first mooted, we do not pretend to say—but we have a shrewd suspicion, judging from the confident tone of the organ and other signs, that such is the case. When the *North American* led off in the expression of public opinion we imagine that Mr. Hincks had bullied them into acquiescence with his views, but the liberal press having spoken out pretty plain they found that opposition to Free Trade would only be a further tempting of fate. We are pleased to see them so circumspect, and begin to think that they are not quite dead to honest sentiment. But, letting that pass for what it is worth, several interesting queries arise. What will the Inspector General do? Will the one-man influence of the Cabinet triumph, or will Messrs. Baldwin and Price boldly confront their hectoring colleague, and tell him that Canadian interests are paramount to the soothing of his offended vanity? Are American merchants to be kept in suspense, until the vapors of our Inspector General are dissipated? Is the trade of the season to be placed on an uncertain footing by statements appearing in the demi-official organ? Is it not proper that the *Globe* should come out at once with a paragraph running, "we are authorized to state that the Welland Canal will be closed to American vessels during the present year," if the Inspector General has succeeded in brow-beating his brother-ministers into sullen agreement to his potions? Is it right that the Canadian people should be represented by a Cabinet which is so weak in its component parts that its whole energy is vested in one of its members, and that an injurious measure should be threatened simply because that individual has failed in a mission, which neither circumstances nor the interests of the country required him to undertake? We could multiply these queries, but we have given sufficient to indicate the cue to the different bearings of the matter. We know that there is antagonism in the Cabinet upon this proposed retaliatory policy, and as we are confident that none of the Ministers have moral courage to resign, we look forward with interest to the 20th May, when the upshot of the business will be made evident.

A public meeting of the male portion of the juvenile community will be held in the Rechabite Hall, Great St. James Street, next door to "Dolly's," to-morrow evening, (Saturday,) the 10th inst., at eight o'clock, for the purpose of organizinng a Tent of the "Sons of Rechab." A large attendance of the youth is requested.—*Communicated.*

We notice that our contemporary the *British Whig* has enlarged the size of his paper. This we take to be a sign of increasing prosperity.

The receipt of produce, up to date 3rd May, by the Lachine Canal, since the opening of the navigation, is:—

Flour, brls, 14,830; Wheat, bush, 16,500; Pork, brls, 2,803; Beef, brls, 121; Butter, kegs, 675; Lard, kegs, 711; Barley, bush, 135; Peas, bush, 374; Oatmeal, brls, 30; Oats, bush, 150.

The Sherbrooke people seem to be decidedly going ahead. The Gazette mentions as an evidence of this fact, the purchase of the Cotton Factory by Mr. A. Lomas, the enterprising proprietor of the Woollen Factory. Also the purchase of real estate by some gentlemen who intend to improve the property and appearance of the place by material alterations. The prospect of the speedy completion of the Railroad to Sherbrooke, is infusing new life and energy into all kinds of business there.

Those who relish London Porter will rejoice to hear that the good Ship *Cyprus* is now in port with a goodly supply for Isaac Moffatt, of the London Commercial Hotel. The invoice shows it to be XXX Brown Stout, from the celebrated House of Barclay & Perkins, London.

The Members of the Addisonian Society will meet this evening (Friday) in the new Rechabite Hall, (Shakspere Club-Room,) Great St. James Street, at 8 o'clock, when the President, J. R. Spong, Esq., will deliver the concluding Address of the season. The public are respectfully invited to attend.

CANADA, PAST, PRESENT, AND FUTURE; BEING A STATISTICAL AND GEOGRAPHICAL ACCOUNT OF CANADA WEST, SHEWING ITS RESOURCES AND CAPABILITIES, &c., &c., &c. By W. H. Smith, Author of the *Canadian Gazetteer*. Toronto: Thos. Maclear, 45, Yonge Street.

We have been favored with parts one, two, and three of the above work, and most cheerfully unite our favorable testimony of its merits with that so universally accorded by our numerous cotemporaries of the Province. The object and design of this useful compendium of statistical details and local facts, are amply set forth in the Prospectus accompanying part the first, and embrace a wide range of valuable information. It is not exaggerating to say of this production, that it is a condensed work—Historical, Geographical, and Geological in its character, furnishing accurate information on the most important and prominent features embraced in each of these departments. "Each part will be accompanied by a Map containing one or more Counties, and a general Map of the Province, compiled expressly for the work." The style is characterized by a plain, clear, and intelligent statement of facts, and is not without that interest which attaches itself to many historical delineations of aboriginal customs, localities, and incidents. The labor, mental employment, and expense, consequent upon such an undertaking, cannot easily nor accurately be estimated. The amount must be obvious, and the enterprize should induce that general patronage from every portion of the Province which it so well deserves. If its objects are faithfully carried out, as we believe they will be, it will, as a work of general reference, serve as a Text-Book, or Manual of Canadian Statistics, which should be not only in the Libraries of the Statesman, the Lawyer, and the Merchant, but in the hands of every Mechanic, Farmer, and Artificer in the Province.

Mr. John McCoy has just placed on our table a new Novel, from the pen of E. L. Blanchard, Esq., entitled "The Heirs of Derwentwater."

As yet, we have only glanced at a few of its chapters, descriptive of the prominent characters of the story and the style and language of the work. The London journals have very favorably reviewed this production of Mr. Blanchard, whose fame, as a popular writer in the department of attractive fiction and romantic incident, is fully established. The vivid and truthful delineations of the times of George III., and of eminent individuals who were actors in the Court Drama of that Monarch, are but the veritable details of history, ornamented by the peculiar graces of Mr. Blanchard's fruitful imagination. Messrs. Dewitt & Davenport, of New York, are the publishers, and have produced the work in their usual style of neatness, convenience, and cheapness.

Dorchester Bridge was considerably injured a day or two ago, by a new ship striking against it, in attempting to pass through the Draw. The current sets toward the South shore, yet, oddly enough, the Draw Bridge is over the North channel. This is not a solitary instance of mischief done. On the contrary, such mishaps frequently occur, and there is only one remedy—the construction of a Draw Bridge over the South channel of the St. Charles. The Commissioners, in building a new Bridge, will act wisely by keeping this matter in view.—*Quebec Chronicle.*

STEAMBOAT COLLISION, AT PORT ST. FRANCIS.—By the arrival of the steamers, from Montreal, on Sunday morning, some vague and contradictory reports were brought to town, to the effect that a fearful collision of steamers had occurred, during the preceding night, above Three Rivers, but no one seemed to know more than this fact, and that the *Alliance* and *John Munn* were the boats concerned.

Yesterday, some differing accounts of the particulars were telegraphed from Three Rivers, and even at the present moment we have no further details to lay before our readers. It appears, however, that on Saturday night, it being very dark, the *John Munn*, on her way down from Montreal, came in contact with the *Alliance*, off Port St. Francis; the latter steamer being upward bound, with four vessels in tow. The shock being severe, the engines of the two steamers were stopped immediately, and it was found, that not only were both boats injured to a certain extent, but that the ship *Ottawa* was also struck and her timbers and rigging damaged.

A portion of the upper works of the *John Munn*, consisting of the wheel house, three or four deck rooms, and some front railing, were carried away, probably by the bowsprit of the vessel. The paddle wheels and shaft of the *Alliance* appear to have been slightly injured, but this could not have been any impediment to her running, as we are since informed that she has arrived at Montreal with her charge in safety.

The *John Munn* was immediately moored at St. Francis, and her passengers were taken back to Montreal by the *Crescent*, which passed shortly afterwards.

It is seldom that we have to record any serious collision occurring among the numerous steamboats running upon the St. Lawrence to and from our port, and in the present instance we have gratification in noticing that no lives were lost.

Since writing the above we learn that the *John Munn* is expected to arrive in port to-morrow, in tow of the *Rowland Hill*.—*Quebec Mercury, May 6.*

Several of the higher *attaches* of Government have lately arrived in town for the purpose of securing residences.—*Quebec Mercury.*

Burning of the Steamboat Webster—Dreadful Loss of Life.

VICKSBURG, May 31, 1851.

The Steamboat Webster, Capt. Samuel Reno, took fire yesterday afternoon, and was burned to the water's edge, at the head of Island Eighty Six, 100 miles above Vicksburgh.

The fire was first discovered and the alarm given about 3 o'clock, and almost instantly afterwards, the boat was enveloped in flames.

The pilot, (Mr. Ruckman, to whom great credit is due) having charge of the wheel, immediately endeavored to run the boat ashore. He was in part successful; but the flames finally drove him from his post, and the boat being unmanageable, floated again into deep water, thus depriving the passengers and crew from [illegible] first and last hope of safety.

At the first alarm a scene ensued which it is impossible to describe, and mingled as it was with the burning boat, from which the flames were spouting in all directions, became terrible in the extreme.—Many rushed into the flames, while others crowded to the side of the boat, clinging convulsively to the guards, until driven away by the fire, and compelled to throw themselves into the current.

It was with difficulty that any of the females could be saved, many of them being separated from their husbands and friends.

As soon as the fearful truth was known by the inhabitants of the shore, three or four boats were quickly rowed to the scene of the disaster, and succeeded in saving the lives of several persons, who were clinging to the sides of the boat, and to snags in the river. They were taken on board of the store boat Grey Eagle, Capt. J. L. Case, who did all that could be done to afford an asylum to the few women and children who were saved.

The number of passengers and hands on board the Webster, was about one hundred, of whom only 60 can be found; the rest are supposed to have perished with the boat.

The steamer New Orleans, bound for New Orleans from St. Louis, hove in sight about an hour after the accident, and stopped and took, most kindly, on board all the survivors, and rendered all other assistance that could be desired.

The following are the names of those killed, burned, drowned and missing, as far as is at present known:

Capt. Samuel Reno, and wife.
Mr. Henry Harrison and child.
Mrs. Ruckman, the wife of the pilot, and child.
George Buss, chief clerk.
John Campbell, second do.
Child of Mr. Robwin, of New Orleans.
Mary Buckner, colored chambermaid.
Henry, barkeeper, from Cincinnati.
J. McCarty, Lynchburg, and girl belonging to McCarty.

Several others were missing, whose names are unknown.

The boat, papers and money were missing.

The above statement was given by the crew and passengers saved.

PHILADELPHIA, May 2.

The amount of bullion deposited at the Mint for coinage during April, was $2,860,500, of which $18,000 was silver. The total coinage for the month was $3,191,794, of which $2,354,800 was in double eagles; $211,790 in eagles; $222,270 in quarter eagles; 387,118 in gold dollars; $13,336 in pennies; of 3 cent pieces there have already been coined $16,000 worth. They will be issued about the 8th instant. The silver coinage for the month comprises only $24,000 in dimes.

By instruction from the Department, one half of the 3 cent coinage is to be reserved for the Assistant Treasurer, and depositories in distant cities, who will by exchanges and otherwise, introduce them into circulation.

England.

It is stated that the Parliamentary Committee of Enquiry have resolved to recommend that the American Mail Steamers call at Holyhead for the purpose of receiving and landing mails.

The schism in the Established Church is widening. The Bishop of Exeter proposes the convening of a Diocesan Synod. The Gorham question is at the bottom of the difficulty.

At the opening of the Great Exhibition, on the 1st of May, there will be 30,000 troops within five miles of Hyde Park.

Lady Franklin is again fitting out the Prince Albert for a voyage to the Arctic, in search of the missing expedition.

Lord Londonderry has made very praiseworthy efforts to prevail on the President of France to release Abdel Kader.

It is understood that the steamer Great Britain, when her fittings are completed, will be entered for the New York Trade.

A planter named Clanton, in Providence parish, La., was killed in his bed, a short time since, by two of his own negroes, who afterward carried his body out to a field and burnt it on a log heap. The neighbors made them confess the deed, and then hanged them to a tree.

Ocean Steamers.

Ships.	Leaves	For	Date.
Niagara	Liverpool	Boston	April 19
Hermann	Bremen	New York	April 22
Europa	Liverpool	New York	April 26
Ohio	New York	Chagres	April 26
Prometheus	New York	Chagres	April 26
America	Boston	Liverpool	April 30
Arctic	Liverpool	New York	April 30
Humboldt	New York	Havre	May 3
Lafayette	Philadelphia	Liverpool	May 7
Asia	New York	Liverpool	May 7
Pacific	New York	Liverpool	May 10
Brother Jonathan	New York	Chagres	May 13
Niagara	Boston	Liverpool	May 14
City of Glasgow	Philadelphia	Liverpool	May 15
Hermann	New York	Bremen	May 17

PORT OF MONTREAL.

Arrived,

May 5.

Ship America, Guthrie, Glasgow, James R Orr, general cargo
.... Cambria, Harrison, Glasgow, J R Orr

May 6.

Bark Niagara, Munro, Liverpool, Jas R Orr, genl cargo

May 7.

Bark Erromanga, Leckie, Glasgow, Jas R Orr, genl cargo

Cleared,

May 5.

Schr St Andre, Halifax, James Gordon & Co, 700 barrels flour
.... Marie Reine, Halifax, James Gordon & Co, 600 brls flour, 1 bale leather, 1 box cheese

May 7.

Schr Aurore, Brunnel, Halifax, flour
.... Stephen Binney, Dagal, Halifax, flour

Imports.

Per Ship CATHERINE, J. BARCLAY, Liverpool—Edmonstone, Allan & Co.

Gillespie, Moffatt & Co, 28 bls 42 cks, 38 hhds, 19 qr cks 5 octaves 118 cases 21 bags 75 casks 1 crate 65 boxes 720 bars 273 bdls iron; Masson, Bruyere, Thomas & Co, 76 bls 23 cases; Ross, Mitchell & Co, 59 do 21 do; F & J Leclaire, 14 do 5 do; P Holland, 290 kegs 22 tierces 10 hhds; Alex Bryson, 162 bdls 52 cks 24 bags 174 moulds; Louis P Boivin, 1 cask; Vennor & Co, 45 bdls; Anderson, Auldjo, Evans & Co, 885 do 56 cks 5 kegs; Richard Juson, 29 cks 2 kegs 2 cases; Order, 4 do 15 bags 6 bls 5 cases; Buchanan, Harris & Co, 50 hhds 8 bls 1 cask 4 cases 2 bls; Hooker, Holton & Co, 2 bls 1 cask 2 cases 19 bdls 1 keg; John Watkins & Co, 59 do 5 trcs 15 kegs 9 bdls 10 ingots 10 blocks 3 sheets 1481 bars 261 bdls 330 bxs; Thos Kaif & Co, 20 bdls 1 case; McPherson, Crane & Co, 5 cases 6 anvils; John Fraser, 4 do 1 cask 728 bdls; Glover & Fry, 271 bls 4 cases; Lyman & Co, 17 boxes; W Miller & Co, 1 bl 1 cs; Torrance & Busteed, 5 hhds; D Torrance, 20 tierces; Robert Adams, 4 bls 8 cases; D McNab, 13 cks 2 cs 1 truss 910 bdls; Ferriers & Co, 46 do 12 bdls 2 anchors; Rice Lewis, 8 do 1 case 3 bdls; Armour & Ramsay, 4 cases; Jean Bruneau, 10 bls 12 cases; Galarneau & Roy, 5 bales 19 cases; A Prevost, 19 do 15 do; P Jodoin & Co, 4 do 13 do; Seymour & Whitney, 15 do 30 do; Jesse Joseph, 524 bdls; Carter & Cowan, 30 casks; T Brunskill, 160 bxs 25 cks; A V Brown, 30 casks 100 bxs; A Dixon, 15 do 3 rolls 1 bag 1 basket 1 box 2 bls 10 bdls; R H Brett, 48 crates 42 casks 12 cases 13 bdls 25 kegs; Frothingham & Workman, 178 casks 90 bdls 13 cases 22 chains; Hibbard & Co, 118 casks 1 case 10 bdls; McDonnell & Hall, 2 bls; John Kirkpatrick, 1 do; J P Clarke & Co, 3 do 1 case; A Main, 5 do 3 do; John P Larkin, 2 do 2 do; Hugh Moore, 3 do 2 do; J G McIntosh & Co, 2 do; Brown & Swan, 4 do 2 do; Joseph Leeming, 1 do; Kennedy, Parker & Co, 6 do 2 do; Wm Darling, 9 do 1 do; Whan & McLean, 9 do 4 do; Peter Patterson, 1 do; Clarke & Co, 1 case; Walker & Hutchinson, 4 do 3 bls; Robert Larcomb & Co, 31 bls 3 cases; J Ewart, jr, & Co, 7 do 2 do; McKeand, Brothers & Co, 2 bls 6 cases; C & J Ferrie & Co, 14 bls 3 cases; James Johnston, 10 bales 1 case; Bowes & Hall, 5 do 6 do; J R Benson & Co, 10 casks 25 moulds 1 basket 11 bdls; I Buchanan & Co, 2 do 5 cases; Moss & Brothers, 1 bl; Norman McDonald, 1 case; B F Davey, 1 do; John Moffatt, Murray & Co, 26 bls 11 cases 5 casks; John Robertson, 2 cases; John Harrington, 79 casks 822 bdls 100 boxes 3 sheets 1 case; W L Perrin & Co, 2 bls 3 cases; P Paterson & Co, 8 hampers 8 bdls 3 casks; Whitemore, Rutherford & Co, 10 bdls 2 casks; J L Beaudry & Co, 2 bls 4 cases; J Grenier, 1 do 1 do; W C McLeod, 4 do 3 do; J B Warren, 5 do 2 do; R Pedan, 1 do; J L Campbell, 7 do 1 do; J W Powell & Son, 3 do 1 do; Thos Sunderland, 2 do 1 do; J McCarthy, 1 do; T Baxter, 1 do; R Anderson, 39 pkgs; A Levey, 5 hhds 2 tierces; J Cumming & Co, 147 crates 14 bales; E Wilson, 2 casks 8 anvils; C Robertson, 1 case; Haldimand Bros, 2 casks; Wilson & Couillard, 7 do; McPherson & Co, 2 bls, 2 cases; Edward Wilson, 2 casks 8 anvils; Ferrier & Co, 3 casks; Chas Robertson, Toronto, 1 case; John Robertson, do, 2 do 3 bls 1 cask; Frothingham & Workman, 138 do 22 loose chains; Haldimand Bros, 2 casks; Wilson & Couillard, 5 do; Jos N Hall, 4 do; J R Hutchins, 5 bls 2 cases; L J Belliveau, 21 do; Gilmour & Co, 3 bales 9 cases.

Per Ship CANADA, H. WYLIE, from Glasgow—Edmonstone, Allan & Co.

Gillespie, Moffatt & Co, 2673 bars iron 200 bdls; Macpherson, Crane & Co, 4380 do 785 do; Alex Bryson, 6 doz spades; Robt Anderson, 94 crates; Order, 1911 bars 65 bdls 10 pot ash kettles 100 camp ovens and covers 250 pots; Gillespie & Co, 10 hhds 500 bxs; Paterson, Young & Co, 1 pun 2 hhds 1 chest 17 bls 33 bxs 20 bskts 9 cks 1 hmper 1 truss; Wm Russell, 89 bars 55 pkgs 4 casks 7 bxs 6 bls 1 figure head 1 steering wheel; H Benjamin, 1 box; Wm [illegible] & Co, [illegible]; L & C Tetu, 27 do 27 do; J & E Barrow, 3 do 5 do; L Blodeau, 1 do 2 do; Langevin, Masson & Co, 62 do 48 do; Hamel & Frere, 11 do 9 do; Methot, Chinnic & Co, 3 cks 88 mats; C F Pratt & Bros, 2 bls; A Laurie & Co, 29 do 16 bxs 5 cks 20 bags; Benjamin Bros, 7 bxs; Matthew Moodie, 27 do 11 bls 5 cks 10 bgs; Alex Urquhart, 45 cks; D A Callum, 18 boxes 4 bls 1 cask 8 bags 14 trunks; Glover & Fry, 11 do 30 do; Wm Hunt, 6 bls; G & H Gibson, 12 do 5 bxs; Arthur & Co, 29 do 20 do; Duncan Macpherson, 20 brls 22 do 40 kegs; Order, 156 pkgs 2 cks.

Per Ship ST. ANDREW, ARTHUR, from Liverpool—Agents, J. G. McKenzie & Co.

Thos Peck & Co, 979 bdls hoop iron; Frothingham & Workman, 1016 bars 1040 bdls 886 boiler plates 386 Canada stove moulds 20 rolls sheet lead 45 casks 2 trcs 8 chains 10 anvils; J G McKenzie & Co, 93 bales 41 cs dry goods; McKenzie, Gates & Co, 33 do 13 do do; Jno Cameron, 1 case boots; Brewster & Mulholland, 41 casks 10 anvils 24 bdls 72 kegs 5 bxs; Perrier & Co, 55 kegs 30 bdls 8 cks; Alex Bryson, 180 bars 106 bdls 12 cks 65 kegs 40 weights 2 anvils 3 bxs; L J Belliveau, 8 cks 3 anvils; R H Brett, 100 share moulds 80 bxs 44 casks 39 kegs 16 bdls 4 anvils 6 hhds; S J Lyman, 6 hhds; Jas R Orr, 6 bls 6 crts 8 cs; Macpherson, Crane & Co, 30 cks 38 cs 4 bgs 1 bskt 29 bdls 11 bls 4 anvils 1 sheet lead; Moss Bros, 10 bls 6 cs dry goods; N S Whitney, 3 do 15 cs do; J & D Lewis, 7 bls 13 cs; E & V Hudon, 17 bls 13 cs; Alex Walker, 2 bls; H Fowler, 5 bls 9 cs; Torrance & Busteed, 5 hhds 20 crts currants; D Torrance, 5 hhds; Chas G Hill, 17 bls 2 cs; Desmarteau, Marchand & Co, 13 bls 9 cs; D McNicol, 2 do 6 do; C J Cusack, 94 kegs 2 cks; Jean Bruneau, 12 bls 8 cs; Edward Way & Co, 8 cks 2 bxs; Bowes & Hall, 8 cs 7 bls; A & J Arthur, 4 do 4 do; Wm Whiteford & Co, 1 bl 2 cs; Morland, Elwell & Co, 6 cks 9 cs; W Darling, 9 bls; R Morris, 2 cks 1 cs; Tyre, Colquhoun & Co, 1 cs; R & G Wright, 7 crates; John Pratt & Co, 1 case 2 casks; McKeand, Bros & Co, 16 pckgs; H Jones & Co, 4 cases; W & R Muir, 12 bls 2 cs; P Redpath, 1 box 1 case 1 cask; Glennon & Co, 43 crates; Chas Shaver, 3 bales 1 case; Anderson, Auldjo, Evans & Co, 2 cs 21 cks; Cumming & Galbraith, 1 bale; Whitemore, Rutherford & Co, 6 do 1 cs; Jno Anderson, 10 crates; J Mulholland & Co, 46 do 7 cks; J L Beaudry & Co, 6 cs 1 bl; W & J Smith & Co, 3 do 43 do; T Museen, 4 do 1 do; A Prevost, 2 do 1 do; Galarneau & Roy, 6 do 1 do; Bellhouse, Ireland & Co, 35 kegs 1 cask; T Kay & Co, 3 cks; H & H Merrill, 1 bale; McNee & Waddell, 2 cases; Kennedy, Parker & Co, 37 pkgs; Whan & McLean, 6 cs 3 bls; Benjamin Bros, 6 cs 2 bls; Hooker, Holton & Co, 4 cases; Duncan Bell & Co, 1 do; Wm Wilson, 1 do 3 bls; Joseph Rhodes, 2 cases 1 bale; J & W Myles, 1 cask; Jas Shaw & Son, 1 case; W McMaster, 18 barrels 7 cases 12 casks; R Sharpley, 8 cks 3 cs; James Douglass, 1 do 2 do; Ross, Mitchell & Co, 71 pkgs; Jas R Hutchins, 3 cks 12 bdls; Jas Glass, 8 casks 1 bskt 1 pkge 1 case; John Watkins, 6 cks 1 case 127 bdls; D & A H Stewart, 44 bales 4 cs; Joe McKay & Bros, 10 do 3 do; Matthie, Robertson & Co, 20 bdls wire; Ross, Mitchell & Co, 8 cs; Ogilvy Campbell, 9 bls 15 cs.

Per Ship ANNE, WM. MCGARRY, from Liverpool—John Molson, Jr., Consignee.

Jesse Joseph, 882 bdls; Frothingham & Workman, 881 bars 221 bdls 889 boiler plates 225 bxs 34 do 2 bdls; Wm Stephen, 8 cks cutlery; Daniel McNichol, 2 cases; H N Tuttle & Co, 2 do; Wm Darling, 1 bale 4 cs; I Buchanan & Co, 197 bxs; Bowes & Hall, 11 bales 2 cases; Daniel McNabb & Co, 9 cases; Anderson, Auldjo, Evans & Co, 46 cks 220 camp ovens; George Hagar, 10 casks; Rice Lewis, 7 do, 11 bdls; John Watkins & Co, 22 cks; Alex Bryson, 9 do 67 bdls; Ferriere & Co, 5 cks 1 bale; David Torrance, [illegible] [illegible]

Per Bark CAROMANDEL, R. HARRIS, from London—Edmonstone, Allan & Co.

[illegible]

Per Bark HOME, RISTON, from Glasgow—Andrew Macfarlane, Consignee.

Glennon & Co, 58 crates; Torry, Clark & Co, 20 cks; Order, 13 crates; I Buchanan & Co, 800 boxes; Neil McIntosh, 100 firks; Hooker & Holton, 30 pcs castings; Frothingham & Workman, 50 tns pig iron 300 pcs plough metal 200 plough socks 50 beams 15 axle blocks 500 pots 425 ovens 425 covers 80 potash kets 1 ck 985 bars 60 bdls; Hooker, Holton & Co, 25 bdls hp 10 tons pig iron; John Harrington, Toronto, 7404 bars 585 bdls 615 bars 68 bdls iron 24 plough beams 56 pipe bxs 1000 pots 250 ovens 230 covers 78 pieces plough metal 2 cks; P Paterson & Son, Toronto, 7125 bars 940 bdls iron 105 plates iron 20 plough socks 228 pcs plough metal 12 ploughs; A Macfarlane, 2 bxs 26 bls 10 bxs tin plates 1 bdl iron wire.

Omitted in the Manifest of the Ship Brittania, from Liverpool—J N Hall, 1 bale.

PORT OF QUEBEC.

Arrived,

May 6.

Ship Acme, Sommerville, 6th April, Greenock, A Gilmour & Co, general cargo
.... St Andrew, Arthur, 25th March, Liverpool, general cargo
.... Anne, McGarry, 27th March, Liverpool, —— general cargo
.... Ann Cropper, Morton, 24th March, Liverpool, general cargo
Bark John Bull, Duffil, 16th March, London, —— general cargo
.... Home, Greig, 18th March, Glasgow, general cargo
.... Corromandel, Cowan, 20th March, London, general cargo
.... Victory, McLeod, ——, Plymouth, Order, railroad iron
.... Olive Branch, Hudson, 1st April, Liverpool, Symes & Co, general cargo
.... Orion, Leeds, 4th April, Bordeaux, Benson & Co, ballast
.... Hebe, Hudson, 3rd April, London, Order, ballast
.... Five Sisters, Marshall, 2nd April, Newport, Order, railroad iron
Brig Eliza Kirkbride, Grey, 1st April, Bordeaux, general cargo
.... Cyprus, Orchard, 3rd April, London, ——, general cargo
.... Diana, Charters, 3rd April, Dumfries, Order, ballast
.... Glide, Thompson, 24th April, Halifax, Order, cargo
Brigt Fawn, Morrison, 22nd April, Halifax, —— general cargo

May 7.

Ship Lord George Bentinck, Farley, 1st April, Liverpool, I Buchanan & Co, general cargo, 1 cabin passenger
Bark Pearl, Longford, 26th March, London, —— [illegible] & Co, coals
.... Jemima, Davidson, 1st April, Sunderland, [illegible] & Co, coals
.... Emmanuel, Sinclair, 2nd do, Falmouth, C E Levey & Co, ballast
Brig Reward, Smith, 1st do, Sunderland, A Joseph, coals

Cleared.

May 6.

Schr Josephte, Langlois, Halifax, H J Noad & Co
.... Lord David, McNeill, Cape Breton, G B Symes & Co

May 7.

Schr Dove, Gamanche, Richibucto, G B Symes & Co

Shipping Intelligence.

Captain Arthur, of the St. Andrew arrived on Monday, reports having seen a ship in the ice very much damaged.

The Catherine, Barclay, arrived also on Monday, reports having been detained 11 days in the ice in the gulf.

Report of Captain Morton, of the Anne Cropper, at this port:—Got into the ice on the 19th April. On the 21st, exchanged signals with the bark Pearl, of London, fast in the ice off Biron Island. On the 27th, whilst among the ice, exchanged signals with the bark Jane, from London to Bic. Was in company with the ship Laure, from the 19th to the 29th, and left her hove-to in the ice. Saw several other ships in the ice, but could not make out their names.

The brig Lilburn, Ellison, cleared at Boston for Quebec on the 1st instant.

It is said the ship Jessy, 4th April, from Limerick with 278 passengers, is at Grosse Isle.

The Home, Kidston, reports having been 16 days in the ice.

Captain Duffill, of the bark John Bull, reports having experienced heavy weather in the English Channel, on the 4th April, off Scilly Isles. On the 21st April, abreast of the South Point of Anticosti, was fast bound in the ice, but drove with it to 20 miles off St. Pauls. Saw a large number of vessels in and about the ice. Did not find the ice so heavy as usual, but so very closely packed that it was with great difficulty the vessel could be forced through. On the 3rd May, was in company with the ship Jessie, with passengers.

Captain Marshall, of the bark Five Sisters, reports having seen five square rigged vessels at Grosse Isle.

LAUNCHES.—A splendid full rigged ship of upwards of 1,200 tons measurement, was safely launched on Monday morning, by Mr. John Munn, from his ship-yard, St. Rochs, and has been towed to Diamond Harbor Wharf.

Mr. T. C. Lee launched a beautiful new ship of 1,100 tons yesterday morning, from his ship-yard, at St. Roch. She is called Prince Arthur.

LOSS OF THE BARK HINDOO.—The ship John Quincy Adams, which arrived at Boston, April 29, from Calcutta, reports that on March 24th, at 1, A. M., lat. 35, long. 23, while going at the rate of nine knots an hour, came in contact with the British barque Hindoo, Ellis, from Newcastle, England, for Aden, with coal. The force of the collision was such that the Hindoo sunk in about ten minutes. The Captain and crew succeeded in getting on board the J. Q. A., saving nothing but what clothes they stood in.

Passengers.

ABSTRACT of the PASSENGERS LISTS, received by H. M.'s Chief Agent for Emigration, of vessels sailed for Quebec:—

Date Sailed.	Ships.	Where from.	Passengers Cabin.	Passengers Steer.
April 11	Governor	Limerick,	3	144
17	Jane Black,	do.	0	352
17	Energy,	do.	0	167
14	Jessy,	Sligo,	1	180
15	Thompson,	do.	0	116
16	Jos Cunard,	New Ross,	0	377
			4	1,049
	Previously Reported		0	1,007
	Total		4	2,338

A. C. BUCHANAN, Chief Agent.

EMIGRATION DEPARTMENT, Quebec, 8th May, 1851.

BIRTH.

On the 4th instant, Mrs. D. L. MacPherson, of a daughter.

MARRIED.

In this city, on the 8th instant, by Special License, by the Rev. CHARLES DEWOLFE, Mr. ROBERT STEPHENS, Butcher, Bonsecours Market, to Miss ELIZABETH, eldest daughter of Mr. WILLIAM STEVENS, Carpenter, Delbeath Street, and late of Scotland.

At Toronto, on the 30th ultimo, by the Rev. Dr. LETT, JOHN ARDAGH REE, Esq., of St. Thomas, to CAROLINE, second daughter of ROBERT STAUNTON, Esq., of Toronto.

Halifax papers of the 30th April state that despatches had passed within the last day or two preceding, between the goverment of Nova Scotia and the Canadian Executive, on the subject of the proposed Railway, an early conference on the part of the provinces interested being the object. The Nova Scotia government, it is said, are prepared to send one or more delegates, at once, to Toronto or such other place as may be suggested by the Governor General. Will New Brunswick follow the example?

A "NEW MAN" IN EUROPE.—The German papers received by the last arrival, abound in descriptions of a pretended representative of a new race of men, who has suddenly shown himself in the midst of the civilized society of Europe. A writer in the *London Leader* gives this account of the phenomena:

"The story, as related in the *Correspondenz* of Berlin, attests, that a stranger was picked up at the end of last year, in a small village of the district of Lebus, near Frankfort-on-the-Oder, whither he had wandered no one could tell whence. Such a circumstance could hardly have piqued curiosity in another country, but to a people fond of speculation, and situated far away from the great highways of the world, there was something strange and startling in the fact that the stranger spoke German imperfectly, and had all the marks of a Caucasian origin. Whether the man was a common impostor, and tricked the village authorities, or whether these men began in their usual way to construct a history for him, 'out of the depths of their moral consciousness,' is uncertain; at all events they looked on him as a great prize, and carried him off to Frankfort. On being questioned by the burgomaster of that enlightened city, the stranger said his name was Jophar Vorin, and that he came from a country named Laxaria, situated in the portion of the world called Sakria.

He understands, it is affirmed, none of the European languages, (except, we must suppose, the broken German,) but reads and writes what he calls the Laxarian and Abramian tongues. The latter he declares to be the written language of the clerical order in Laxaria, and the other the common language of his people. He says that his religion is Christian in form and doctrine, and that it is called Ispatian. Laxaria he represents to be many hundred miles from Europe, and separated by vast oceans from it. His purpose in coming to Europe, he alleges, was to seek a long lost brother; but he suffered shipwreck on the voyage—where, he does not know—nor can he trace his route on any map or globe. He claims for his unknown race a considerable share of geographical knowledge. The five great compartments of the earth he calls Sakria, Aflar, Aslar, Auslar, and Euplar. The sages of Frankfort-on-the-Oder, after much examination of the tale and its hero, have come to the conclusion that it is true. Some men believe things because they are incredible. However, Jophar Vorin has been carefully despatched to Berlin, and is now the subject of much scientific and curious gossip in the Prussian capital. What mystification? hide under the story, time will probably show."

HOOKER & HOLTON'S [illegible]

THE Steamer HIBER[illegible] will START for [illegible] TON, and INTERMEDIATE [illegible] EVENING, at SIX o'clock. Superior Accommodations for Cabin and Deck Passengers. For Freight or Passage, apply to HOOKER & HOLTON. May 8. 330

FOR BYTOWN AND RIDEAU CANAL. STEAMER "CHARLOTTE" will leave the Subscribers' Wharf for the above and INTERMEDIATE PORTS, on SATURDAY, 10th instant, NOON. For Freight or Passage, apply to MACPHERSON, CRANE & CO., May 9.

FOR KINGSTON, COBO[illegible] AND NORTH SH[illegible] RONTO, HAMILT[illegible] CATHERINES. THE Propeller "ADV[illegible] MATHEWSON, will [illegible] above Ports at low rates. Apply to DONALD MURRAY & CO., Agents. May 7. 329

TO CONSIGNEES.—The Bark JOHN BULL, DUFFILL, Commander, from London, is ENTERED Inwards at the Custom House. Consignees are requested to pass their Entries without delay. J. G. MACKENZIE & CO., Agents. May 9. 330

TO CONSIGNEES.—The Ship "ST. ANDREW, ARTHUR, Master, from Liverpool, is ENTERED Inwards at the Custom House. Consignees are requested to pass their Entries without delay. J. G. MACKEN[illegible] Montreal, May 7, 1851.

LIFE INSURANCE[illegible] EARLY Applicants for [illegible] the UNION MUTUAL [illegible] COMPANY will share in the [illegible] for the present fiscal Year, [illegible] A. F. [illegible] May 8.

JOSEPH BOESE, DYER AND SCOURER, HAS REMOVED from 169, Notre Dame Street, to 25, COLLEGE STREET, opposite the College. May 9. 330

SIFTED TIMOTHY. FINE Sifted Timothy Seed, Red Clover do, Mangold Wurtzel do, Field Carrot do, Field Turnip do. With a large assortment of Agricultural Seeds, just received and for Sale by S. J. LYMAN & CO., Place d'Armes. May 9, 1851.

FLOWER SE[illegible] A FURTHER supply of cho[illegible] received, and for Sale [illegible] S. J. LYM[illegible] May 9, 1851.

ROSLIN MILLS GU[illegible] DAILY EXPECTED, PE[illegible] ROSE" AND "ALF[illegible] supply of GUNPOWDER, from [illegible] Manufactory of HAY, MERRICKS & CO., consisting of the different descriptions of Blasting, Canister, and other Powder, viz.:— S, CO, FO, F, FF, FFF, Which the Subscribers will sell at low prices. GILMOUR & CO., No. 9, St. Sacrament Street. May 9. 330

FOR SALE by the Subscribers:— NEW BEEF—Prime and Prime Mess, in tierces and barrels. PORK—Mess, Prime Mess, and Prime. —ALSO,— Liverpool and Turk's Island SALT, in bulk and barrels. —AND,— OATMEAL, of superior quality. GILMOUR [illegible] No. 9, St. S[illegible] May 7, 1851.

DRY GOOD[illegible] THE SUBSCRIBERS are n[illegible] Toronto, City of Hamilton, [illegible] Catherines, &c., &c., a large and [illegible] of STAPLE and FANCY GOO[illegible] are prepared to offer at low price[illegible] able terms. GILM[illegible] No. 9, St. S[illegible] May 7.

AMERICAN DRY GOODS. FOR SALE by the Subscribers:— Atlantic Sheetings, Shirting Stripes, Tickings, Kentucky Jeans, Satinets, Cotton Yarn, Candle Wick. And other Staple American Manufactures, at low prices. GILMOUR & Co., 9, St. Sacrament Street. May 7. 329

GROCERIES. FOR SALE by the Subscribers:— Twankay, Young Hyson, and Souchong Teas, Muscovado Sugar, Tobacco, &c. &c. GILMOUR & Co., 9, St. Sac[illegible] May 7.

BRANDY. JUST RECEIVED, per "City[illegible] and will be Sold, when lande[illegible] 20 hhds. Martell's best B[illegible] GILMOU[illegible] No. 9, St. Sa[illegible] May 5, 1851.

SALÆRATUS. FOR SALE by the Subscribers, in [illegible] of 100 lbs. GILMOUR & Co., No. 9 St. Sacrament St. April 2, 1851. 314

NEW GOODS. N. S. WHITNEY, No. 195, St. Paul Street, is now receiving, from London, Manchester, and Glasgow, his usual general assortment of STAPLE and FANCY DRY GOODS. Also, constantly on hand, from the United States, every variety of AMERICAN MANUFACTURES suited to this Market,—all of which will be offered at a small advance. Montreal, May 7, 1851. 329

JUST RECEIVED, from New York, and for Sale at moderate prices, viz:— 100 baskets Champagne, "Grand Vin d'A[illegible]" 100 do do (highly celebra[illegible] Mousseux" —ALSO,— 40,000 Havana Cigars, (assorted si[illegible] got up for the London [illegible] A few cases of very fine White [illegible] E. LAMONT[illegible] Commercial [illegible] St. Sac[illegible] May 6, 1851.

[illegible] CTI[illegible] DHY[illegible] PPER[illegible] GILL[illegible] next, the 10th May, concern— G □ M—29 bags [illegible] M ☞ Sale at [illegible] 330

TOBACCO.—On [illegible] at the Store of [illegible] No. 144, St. Paul Str[illegible] SIX HUNDRE[illegible] Of the various desc[illegible] ☞ Sale at HAL[illegible] 329

SUGARS, FRUIT, [illegible] next, the 13th [illegible] side the Brigantine [illegible]

EXTENSIVE SAL[illegible] TUESDAY, the [illegible] of Messrs. LEEMING [illegible] a large and varied as[illegible] comprising— Sole and Upper Leath[illegible] Kips, Calf Skins, Patent and Enamelle[illegible] Morocco, Roans, Baz[illegible] Linings, Bindings, &c. Lastings, Drillings, S[illegible] ☞ Sale at HALF-[illegible] 326 JOHN L[illegible]

SUGARS, OILS, W[illegible] FRUITS, GLASS, [illegible] next, th[illegible] Carraway Seeds, Fresh English Cheese, Pine, Brick, Belmont and English S[illegible] Wix's Mustard, in 4lb [illegible] half lbs, Mushroom Ketchup an[illegible] Best London Mixed Pi[illegible] Nutmegs, Mace and Cl[illegible] Abbott's London Porter, Brown and White Wine, Leecher's and Berger's [illegible] Superior Young Hyson, DeKuyper's Gin, in hhd[illegible] —AND— Port, Sherry, Madeira, [illegible] Wines. 330 JOHN LEE[illegible]

THE MAYOR'S C[illegible] PLANTAGENET[illegible] In accordance with the opini[illegible] distinguished Medical Practition[illegible] and other portions of the Provin[illegible] perience of its salutary effects, [illegible] mony to the excellent qualiti[illegible] Plantagenet Water. For a [illegible] universally recommended by [illegible] and pleasant aperient; and its v[illegible] ties have been tested by a m[illegible] analyzation. Sold only in Montreal by [illegible] d'Armes; and by C. W. SCHMID[illegible]

WANTED,—An AP[illegible] Chemist and Drug[illegible] Apply at the Courier Offi[illegible]

[illegible] ment, No. 157, Notre Dame [illegible] ferences as to character and [illegible] quired. Apply to ROB[illegible] April 18.

£200.—WANTED, £200, on G[illegible] SECURITY. Apply at this [illegible] April 14.

WANTED,—a Situation, [illegible] experienced in the [illegible] GROCERY LINE, and who [illegible] ness on his own account in the [illegible] English and French fluently. [illegible] ferences. Apply at this Office. 24th February, 1851.

[illegible] Doors open at HALF-PAST [illegible] Curtain to raise at EIGHT o'c[illegible] VIVAT REGIN[illegible] May 7, 1851.

LEWIS' MAMMOTH PAN[illegible] OF THE MISSISSIPPI[illegible] LARGEST PAINTING IN [illegible] THE Citizens of Montreal [illegible] informed that this GRE[illegible] ART will be EXHIBITED sa[illegible] ments can be made, and a su[illegible] cured. Due notice will be give[illegible]

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