

EMIGRATION TO CANADA AND THE WESTERN STATES OF AMERICA.

FROM SOUTHAMPTON AND PLYMOUTH.

The newly opened route to the Western States by the St. Lawrence and Great Lakes, offers to emigrants the following solid advantages, in money, time, and comfort, over that by New York.

The passage money from the United Kingdom to Quebec, including provisions, as required by the new Passengers' Act, is considerably less than to New York.

At the Canadian seaports, emigrants are exempt from the impositions and annoyances practised upon them in New York, and they are taken from the ship's side and conveyed direct to their destination in fast and commodious steamers, which travel without interruption from Quebec to the head of Lake Michigan, a distance of about 1800 miles.

The fares from Quebec to the West are in every case, and to every point, less than those from New York.

The Canadian route is by far the most comfortable, as the emigrant is carried through to his destination in large airy steamboats; while from New York he must travel 369 miles on the Erie Canal in a small packet barge towed by horses.

It is also the most expeditious—unless indeed passengers proceed from Albany to Buffalo by railroad, a mode of travelling far too expensive for the majority of Emigrants:—the average length of passage from New York to Buffalo, by the Erie Canal, is about ten days, or fully three-times as long as is occupied in the journey from Quebec to the same place. This is a point of the greatest importance to the Emigrant, as, in addition to the direct loss of time, he must bear the expense of provisioning himself and family during the journey.

Passengers coming by way of London, will be conveyed, free of charge, alongside the Ships in the Docks at Southampton, by the South Western Railway, from the Old Vauxhall Terminus.

1.—Cabin Passengers to Quebec will be charged £14 each adult; Children under 14, £7; Infants free:—this class of Passengers will be supplied with a good plain mess, at the Captain's table, but must provide their own Wine, Beer, &c.

2.—Intermediate Passengers to Quebec, will be charged £8 10s. per Adult; they will receive the same rations as the Steerage, but will have large enclosed cabins built expressly for them.

3.—Steerage Passengers will be conveyed to Quebec at the following rates:—

With the Provisions required by the Passengers Act, viz.—21 quarts water, 2½ lbs. bread, 1 lb. Flour, 5 lbs. Oatmeal, 2 lbs. Rice, 2 ozs. Tea, ¼ lb. Sugar, ¼ lb. Molasses—per week; for each person above 14 - £4 5 0

With Provisions according to the following full scale, viz.—3½ lbs. Second Cabin Bread, 1 lb. Beef, 1 lb. Pork, 1 lb. Preserved Meat, 1 lb. Rice, 3 lb. Flour, 7 lb. Potatoes, ½ Pint Split Peas, 8 ozs. Sugar, 1½ oz. Tea, 6 ozs. Suet, 1 Pint Oatmeal, ¼ pint Vinegar 21 quarts Water—per week; for each person above 14. - £5 7 6

Children above 1 and under 14, receive half the above quantities of Provisions, and are charged half the above prices. Children under 1 receive no Provisions, but go free of charge.

If the Potatoes are expended, ¼ lb. Rice, in addition to the above scale, to be issued, to each Adult daily in lieu thereof.

These rates include all Emigrant Tax or Head Money payable in Canada.

Emigrants proceeding to Upper Canada, or the United States, can book their passage through from London to the following places at the undermentioned additional rates from Quebec.

Table with columns: IN CANADA, PRICES, TIME. Rows: To Montreal, Kingston, Cobourg, Port Hope, Toronto, Hamilton, Port Stanley.

Table with columns: IN THE STATES, PRICES, TIME. Rows: To Buffalo, Cleveland, Sandusky, Toledo, Detroit, Milwaukee, Chicago, Cincinnati (including rail from Sandusky).

They will be sent up by steamer from Quebec immediately on arrival there, and be furnished with two days' rations before they start.

4.—All Emigrants must provide their own bedding; also water kegs or bottles, to hold at least three quarts; knives, forks, and spoons; plates, pannikins, and hook-pots; marine soap; and such other requisites as are essential to cleanliness. These articles may all be purchased, when required, at Southampton, alongside the ship.

5.—Articles of clothing can also be procured at Southampton.

6.—All luggage must be distinctly marked with the name of its owner, and of the vessel in which it is to go: it will be taken free of charge in the ship to the extent of ten cubic feet (measurement) for each adult, and by the railway to the weight of 112 lbs.: all beyond those quantities in either case, must be paid for at the rate of sixpence per foot on board, or eighteen pence per cwt. on the railway.

7.—A Surgeon will proceed in each vessel, and will afford advice, medicines, and attendance, free of charge.

8.—The ships will all be fitted, equipped, and despatched under the inspection of the Government Emigrant Officers, at Southampton and Plymouth.

9.—Passengers must pay half their passage money as a deposit when they engage their berth, and the remainder before embarkation: the deposit will be absolutely forfeited, if they fail to embark at the time specified.

10.—Passengers must be at the Old Vauxhall Terminus of the South Western Railway at 12 o'clock on the day named for their embarkation.

The first ship, the *Despatch*, of 500 tons, which makes the most excellent passage last year, embarks her passengers at Southampton, Thursday, 11th April; and the next vessel Thursday, 9th May.

For further information, and to secure berths apply to FREDERICK MARSHALL, Emigrant Agent, 23, Birchin Lane, London; or to JOHN MARSHALL & Co., At Southampton or Plymouth.

DISTRESSING STEAMBOAT ACCIDENT ON LAKE ERIE.—GREAT LOSS OF LIFE.

We were informed by telegraph, on Tuesday evening, of the loss of the steamboat *Commerce*, owned by McPherson, Crane, & Co., on her voyage, with troops, from Montreal to Port Stanley. She came into collision, near Port Maitland, with the *Dispatch*, shortly after twelve o'clock on Monday night, and sank in eight fathoms water. She had on board 170 men of the 23rd Regiment, and we deeply grieve to say that thirty-eight persons met a watery grave. Of these, one was an officer, 22 privates, and 13 women and children connected with the Regiment; of the remaining two, one belonged to the steamer, and the other was a lad of 14 years of age, the son of a gentleman residing in Montreal. As to who was to blame in the matter, we have, as yet no information.—Globe.

The Rev. J. B. Mowatt has been chosen to fill the long vacant pulpit of St. Andrew's Church, in the town of Niagara.

A cottage belonging to Mr. Moun, near Streetsville, was destroyed by fire on Wednesday last.—Loss £150.

The favourable accounts received from California, are inducing several French merchants to freight ships with French produce for San Francisco, which imparts additional activity to the wine growing and manufacturing districts.

A most sumptuous dinner was given by 24 California gentlemen, who have returned from the Golden Region, at the Irving House, New York, on Wednesday last; such a grand display, it is said, was never before witnessed in that City, and cost about \$10,000.

The Sandusky *Mirror* gives a list of persons supposed to have been lost in the steamer *Wagner*, in which are the names of two Canadians, C. Kelly of London, C. W., and C. Hawkins, of St. Catharines. The painful apprehension is justified by the recovery of their baggage which is now at Cleveland.

The steam ship *City of Glasgow* arrived at New York on the 3rd instant, having made the passage from the Clyde in 16 days.

ILLNESS OF THE POET MOORE.—Letters have been received from Sloperton, giving a most painful account of the decaying health of the poet Moore, whose death was daily apprehended. For three months past Mr. Moore had not left his room, and altogether his condition was considered hopeless.

Our canals and wharves begin to show signs of business. An immense quantity of stuff is passing by the St. John's Railway; an indication of the course trade is taking. There are also several schooners in the canal, direct from the Upper Lakes to Halifax and the Lower ports.—Pilot.

We understand that there is every probability of a Forwarding Line being established between Montreal Whitehall, and Troy, by which Emigrants will go from Montreal to Chambly per Carriages on Plank-road, and thence per daily steamboats through Chamby Canal and Lake Champlain to Whitehall, and per Packet-boats to Troy, at about half the present fare. Every friend to the poor traveller will rejoice in the formation of the new line.—St. John News.

TRIAL OF McLEAN.—Wm. McLean's trial for the murder of Robert McElva, of Clarke occupied the Court 36 hours. The Counsel for the Crown made out a much stronger case than was expected, and the defence called no witnesses. Mr. Garrett, the prisoner's Counsel, merely made a speech, which, although a good one, appeared to have no weight with the Judge, who charged dead against the prisoner. The Jury after an absence of ten hours brought in a verdict of guilty, without recommendation to mercy. There is therefore no doubt that the unfortunate man will be hanged. Yesterday McLean was sentenced to death; the sentence was most eloquently pronounced by Judge Sullivan and deeply affected the numerous listeners. The execution is to take place on the 29th of the present month of May. We infer from the sentence that there is not the utmost possibility of a reprieve and commutation of the sentence: We must not omit to mention that the Judge and Queen's Counsel, (both appointed for their able advocacy of radical principles,) spoke in the very highest terms of the Orangemen of Clarke who brought the criminal to justice, who is not only a member of their body, but an officer of their lodge.—Cobourg Star.

THE STEAMER FORESTER.—The *Forester* has just arrived, and will, we understand, continue on her route regularly. The *Forester* has been newly painted and fitted up in a splendid manner, and we have no doubt that under her obliging commander Captain Roebuck, she will give every satisfaction. The inhabitants of Peterboro' have certainly no reason to complain of the want of proper communication between this and the front, for with two steamers on the river, and a stage which leaves daily under the management of those enterprising young men, Messrs. J. & W. Blercher, we think all parties will be

satisfied. We wish them all success, and hope they will be generously supported.

On Wednesday last the schooner *Le B'oe* captain Lathou, belonging to M. W. White, of the Western District, in going down the river on her voyage to Montreal, ran aground near Chimney Island, just in sight of Prescott. The captain and two men left the vessel in charge of a man and boy, and the former came to Prescott to obtain assistance. Whilst he was gone the wind began to blow, the water raised, and the vessel floated down the river several miles, when she again struck the ground; but on Friday, by the assistance of the *Cleaner*, she was got off and proceeded on her voyage. The vessel must have had a narrow escape from destruction on Wednesday, as the wind blew to a gale, and she was observed from the shore to be buffeted about entirely at its mercy.—Prescott Telegraph.

BEWARE OF SCALPERS.—As a good many Canadians are now journeying westward, taking passage on Lake Erie, it may be as well to call their attention to the system of imposition now practised at Lewiston and Buffalo on the travelling community, by a new set of runners, technically called "Scalpers." These men sell tickets in the streets and at the hotels for passage to Detroit, Chicago, and other places, at certain rates, generally at the most they can procure; and when they have got a certain number of passengers together, they proceed to make a lumping bargain with some steamboat about to depart west, for as little as possible; thus gaining a good livelihood out of the difference between the money received and the money paid. The consequence of this system is, that the passengers are treated as so many pigs, contracted for as freight.

QUEBEC AND MONTREAL STEAMERS.—It is said that the tow Boat and St. Lawrence, People's and the Messrs. Tait's Lines, have been merged into one company; and that they are to run on a fixed tariff during the present season.

At the Assizes now sitting a verdict was returned in favor of the widow Lane and her three children for £200 against the Ordnance Department, in consequence of the death by drowning of Mr. Lane, the husband of the plaintiff, by reason of the insufficiency of the Draw Bridge across the Locks at Kingston Mills, part and parcel of the Bruden Canal.—Whig.

THE ASSIZES.—The Spring Assizes for the United Counties of Frontenac, Lennox and Addington, were opened here yesterday, by the Hon. Mr. Justice Draper. There are upwards of 100 cases on the Docket. The criminal calendar is light—two men are to be indicted for a murder, and two others on several charges of stabbing.—Whig.

Some of the regular traders are expected to arrive in port to-morrow. The imports will according to all accounts, be unusually large, and a brisk business is expected. The belief that a fair share of the Western trade will pass this way is also daily becoming stronger, and this, coupled with the marked improvement in Bank stock, and all kinds of public securities, is giving renewed confidence, and fast banishing all idea of "ruin and decay."—Montreal Transcript.

DUTIES PAID BY THE CUNARD STEAMERS, SINCE THE NAVIGATION ACT.—The amount of the duties paid by the three British (Cunard) steamers that arrived at this port during the quarter just closed, was \$610,969 25, averaging \$203,656 42 each. The Navigation Laws came into operation on the 1st of January, 1850, since which time these steamers have brought over large quantities of French and other continental goods. It is safe to say that the value of each of the cargoes, was in the neighborhood of a million of dollars.

THE CLERGY RESERVES.—We understand that the Clergy Reserves will be left an open question at the coming Session, but a motion will be introduced by the Hon. J. H. PATER, for their appropriation to educational purposes. If the measure is carried, the Ministry will, of course assume the responsibility of its acceptance by Great Britain.—Journal & Express.

EXTENDED SUFFRAGE.—We are enabled to state, on good authority, that a measure is in preparation by which the franchise will be considerably extended, and that it will be introduced by the Administration, soon after the meeting of Parliament. The particulars we cannot lay before our readers at present.—Id.

PROSPECTUS OF "THE WATCHMAN."

RELIGIOUS AND LITERARY JOURNAL, PUBLISHED WEEKLY IN THE CITY OF TORONTO.

This Journal will vindicate the great principles of Protestantism; but especially that form of Protestantism termed dissent or non-conformity. The equal civil rights of the several sections of the Christian Church, the support of the Gospel Ministry by voluntary contributions, the introduction of lay agency into all the Councils of the Church, are some of the positions which will be advocated in the *Watchman*. Error and sin, wherever existent, or however high the earthly authority by which they may be sanctioned, will be fearlessly exposed; but party politics will never be admitted in the columns of the above Journal. The *Watchman* will not be the official organ of any religious community; yet the undersigned will feel great pleasure in inserting brief notices (if furnished) of the progress of evangelical denominations. Especially it is expected that in the absence of a connexional organ, the Canadian Wesleyan Methodist New Connexion Church, will consider this Journal their medium of acquainting the public with their operations and progress.

Great care will be taken to render the *Watchman* not only unobjectionable, but interesting and instructive as a family newspaper. It is intended that this periodical shall

maintain a position equally distant from the airy region of romance and the spiritless monotony of an uninteresting compilation. The following *Table of Departments* has, after much consideration, been adopted.

- 1. THE MISCELLANY—containing original and selected articles—religious, moral, literary, &c. &c.
2. THE FAMILY CIRCLE—in which the duties, responsibilities, advantages, &c., of the most ancient compact will be discussed.
3. THE GEOGRAPHIC AND HISTORIC—which will furnish notices of the position, history, habits and customs, &c., of the various nations of the earth.
4. THE PAST AND GENERAL REVIEW—Here the sentiments of the leading periodicals on the great topics affecting the interests of the Church and the world, will be inserted; also occasional reviews of late works.
5. ECCLESIASTICAL—of an index of the progress or decline of evangelical Christianity in the world.
6. THE WATCHMAN or principal editorial department—containing a faithful testimony for the truth, a solemn protest against the prevailing errors in the doctrines, practice, polity, &c., of professedly Christian Churches; also a review of news.
7. GENERAL INTELLIGENCE—containing Provincial, American, British and Foreign news. Special attention will be paid to the proceedings of the Canadian parliament.
8. THE AGRICULTURAL department will contain general selections, notices of the latest improvements, &c., in this most important branch of Canadian industry.

By engaging in this enterprise, the undersigned places himself under heavy responsibilities—moral, literary and financial; and he is fully aware that without divine assistance and the hearty co-operation of brethren in Christ and personal friends, those responsibilities will be extremely burdensome.

The *Watchman* will be published every Monday evening, by and for the undersigned.

TERMS: Annual subscription for a single copy, in advance, 10s. Ditto ditto, not in advance, 12s. 6d. 12 papers to one address, per ann., each, in advance, 8s. 9d. Each Agent furnishing ten subscribers, who pay in advance, will be entitled to a copy for one year gratis; and for every additional five pounds, remitted in advance, a copy of the *Watchman* will be furnished.

Ministers of the Gospel, and other responsible parties, are respectfully requested to act as Agents.

Communications to be addressed to T. T. HOWARD, Box, 321, TORONTO, P. O., and invariably post paid, unless from parties who act as Agents gratis or who furnish literary articles for publication.

For rates of advertising, see last page. T. T. HOWARD, Proprietor and principal Editor: Toronto, Jan. 21, 1850.

GREAT INDUCEMENTS TO BECOME SUBSCRIBERS TO THE WATCHMAN.

THE PROVINCIAL LEGISLATURE is to assemble on the 14th of May; and we imagine from the almost restless anxiety which the public mind has evinced relative to the assemblage and work of our Legislators at the ensuing session of Parliament, that every one will be desirous to know, at least weekly, what the people's Representatives are doing. We are aware, however, that the majority of our Agricultural population do not desire to plod through everything that each speaker advances on any particular subject, in order to ascertain what is being done. Nor do they wish to be misled by the discolored versions too frequently emanating from interested parties. On the contrary, every inhabitant possessing a spark of patriotism will feel anxious to peruse, from week to week, a brief summary of the proceedings of our law-makers; and when subjects of unusual interest occupy attention in our Legislative Halls, they will desire a pretty full report of what may be said by the principal speakers. In order, therefore, to adapt the *Watchman* to this numerous and influential class we shall furnish a weekly summary of the business of Parliament, and a carefully condensed report of debates on great public questions. To afford still further inducement to parties to avail themselves of PARLIAMENTARY INTELLIGENCE we have resolved to make the following

Reduction in our terms:

New Subscribers, from this date, requiring back Nos., in advance, for Vol. 1., 8s. 9d. Do. (single copies) commencing No. 15, to end of Vol., in advance, 6s. 3d. Do. to Clubs of ten or more, commencing No. 15, to end of Vol., in advance, 5s. 0d. Any person sending 10 dollars (post paid), will receive eleven copies of the *Watchman* from No. 15 to the end of Vol. 1, addressed separately, if required.

For the accommodation of Subscribers who have taken the *Watchman* from the commencement of the Vol., the advance term is farther extended to the 1st of next month.

With these inducements and a vigorous effort on the part of Agents to collect subscriptions and obtain subscribers, we hope to obtain still stronger assurances of future prosperity in our enterprise. A little more effort would we are confident, increase our present subscription list, at least two or three hundred. We now wait for a response, and earnestly hope that our expectations may not be disappointed: It will readily be perceived by any one acquainted with the heavy expenses connected with the publication of a weekly Journal, that any reduction in our regular rates, can only be warranted by a largely increased circulation. We therefore appeal to the public for an answer to the question—SHALL WE BE SUSTAINED IN THE ATTEMPT TO FURNISH TO THE INHABITANTS OF CANADA A SOUND AND CHEAP LITERATURE?