To the Warden and Councillors of the County Council of Lanark and Renfrew in Council Assembled.

Your Committee appointed to confer with Mr. Richardson and consider Railway matters, beg leave to present the following Report:

We have had two somewhat lengthened interviews with Mr. Richardson, the result of which is that he submits the following propositions as his terms.

1st. That the interest accruing from the issue of Debentures by the United Counties of Lanark and Renfrew, in favor of the Brockville and Ottawa Railway Company, shall be assumed by these Counties up to the year one thousand eight hundred and sixty-six; after which period Balckow and Vaughan, the new Company, shall pay the annual interest on such Debentures semi-annually; and if the earnings of said Railway shall, after paying the economical working expenses of the Road leave a surplus as soon as the year 1864, it shall be applied towards the payment of the annual interest, the same as agreed to relative to 1866.

2nd. That the interest on said Debentures assumed by these Counties up to the year 1866 shall be refunded to these municipalities by Bolckow and Vaughan, in equal same annual payments, extending over a period of fifteen years.

3rd. That Bolckow and Vaughan (or new Company) shall in the first place give satisfactory security to the Municipalities that they shall complete the Railway from Almonte to Arnprior by the 31st day of December, of the present year; and from Arnprior to Roddy's Bay on the Ottawa in proportionate time, and also to pay the interest as it falls due according to the foregoing propositions.

4th. That these Municipalities shall not take legal proceedings against the Brockville and Ottawa Railway Company until he has had a conference with said Company with a view to their entire relinquishment of the control of the Road into the hands of Bolckow and Vaughan; and in the event of such relinquishment, that a period of three months be given him to write to Bolckow and Vaughan and complete the necessary arrangements that may be required.

With reference to the foregoing propositions, we have given them what consideration our limited time would permit, and recommend them to you as the most feasible plan both to extend the road and eventually relieve us of the annual interest and liabilities we have to assume; nevertheless, we would recommend this Council to appoint a firm and judicious Railway Committee, with powers to further confer with Mr. Richardson in accordance with the foregoing propositions, and to take immediate legal proceeding against the Brockville and Ottawa Railway Company, provided they do not entirely relinquish the control of the Road, and are to have nothing further to do with the management of the Road; and that said Railway Committee, shall, before coming to a final arrangement with Mr. Richardson with reference to the Railway, submit the document to a confident legal adviser, to ascertain their bearing upon our lien upon said road.

With reference to the letter of E. A. Meredith, assistant Secretary to the Government, bearing date 23rd inst., stating that in as much as no arrears for 1860 had been paid, the Governor could not consent to any stay in the proceedings now being taken against these Municipalities for the year 1861, we would suggest that a committe be appointed, to enquire into the cause of the delay of the transmission of the moneys, collected to pay the interest for 1860, and also that said Committee, take all necessary action relative to obtaining redress from the Government, on account of their retention of our Clergy Reserve Moneys, whilst they demand the full amount of five cents on the dollar as interest on Debentures.

(Signed) W. ROBERTSON, *Chairman.*
A. MCDOUGAL,
E. HARRINGTON,
A. TESKEY,
T. HICKEY,
F. DEVINE,
Carried ROBERT R. SMITH,
Warden.

BY-LAW, *for the appointment of a Railway Committee.*

Passed 31st January 1863.

The Corporation of the United Counties of Lanark and Renfrew by the Council thereof do enact as follows:

1st. That the following Reeves, namely, William Robertson, Archibald McDougal, Albert Teskey, Young Scott, Felix Devine, Eric Harrington, Thomas Hickey, and John Haggart, and the Warden of the United Counties, ex-officio, be and they are hereby appointed a Railway Committee; and that five of them shall form a quorum.

2nd. The said Committee, or a majority of three, shall have full power and authority to represent this Council in all matters affecting this Corporation, in connection with the loan to the Brockville and Ottawa Railway Company, and the amount due to the Provincial Government, and shall carry out as nearly as may be the suggestions of the Railway Report adopted by this Council on the thirteenth day of January.

3rd. That said Committee or a majority of them, are hereby authorized and empowered on behalf of this Council to treat with the Government, and other Municipalities interested, the said Railway Company, and the holders of the bonds of said Company, respecting the matters aforesaid, and to effect such an arrangement respecting the same as they may deem most beneficial for the interests of the Corporation.

4th. That they, or a majority of three, shall have power to employ Solicitors and Counsel and take such legal proceedings against said Company as may be proper; and that for such purpose the Warden and Clerk shall sign and seal with the Corporate seal all notices, papers and documents, which may be required in and about such legal proceedings.

5th. That the cost of all such proceedings and necessary expenditure of the Committee, be paid by the Treasurer, on certificate from the Chairman of said Board.

6th. That said Committee shall report to the Council at its next meeting.

7th. That said Committee, shall have full power to co-operate with any other creditor or creditors of said Railway Company, in procuring the passage of an Act of the Provincial Parliament giving to the Municipalities power to enforce their claims, get possession of the Railway and operate the same, and to enter into such agreements as may be necessary to extend the said Railway; but said Committee shall not have power to conclude any agreement finally, but the same shall be submitted to this Council.

8th. That it shall be the duty of the Warden, on the request of said Committee, forthwith thereafter to call a special meeting of this Council.

(Signed),
ROBERT R. SMITH.
Warden.

The last attempt of the Federals in Virginia was not without results. It effectually used up the artillery and transportation animals, sent several thousand sick to the hospitals, and some tens of thousands of stragglers to the rear. In its effect on the army it was as disastrous as a defeat in the field.

The County Council and the Railroad.

As has been the case for several years back at the January sitting of our County Council, the chief topic of discussion during the session of last week, was the Railroad question. The position taken at the first meeting of our County Council, on this question, has generally formed the basis of the years proceedings, as the subsequent meeting have very seldom deviated materially from the plans adopted at the first meeting. Judging, therefore, from the past, the railroad question, as disposed of by the Council last week, may be regarded by the ratepayers as of no small importance. When the Council met on Tuesday, it was evidently the determination of a large majority of them to proceed immediately in Chancery to compel the Railroad Company to pay over the amount of their indebtedness to the municipalities, and had nothing occurred to change or nullify that determination, there is no doubt but it would have been promptly acted upon. Circumstances, however, occurred, which very materially changed the position of affairs, and placed the railroad question in a much more favorable position, it was intimated to the Council that Mr. Richardson, the Agent of the English Bondholders, was in town, and had some propositions to make to the Council in reference to extending the road to Roddy's Bay. A Railway Committee was appointed by the unanimous vote of the Council to confer with Mr. Richardson. The Committee was composed of men who had never been mixed up with Railway matters, either as Directors or on Railway Committees; and men, too, who had expressed themselves adverse to the policy of the late Warden, Mr. Galbraith, and Messrs. McArthur, French, Robertson and Byrne. Yet this Committee after due deliberation, unanimously agreed upon a report which they laid before the Council, recommending the adoption of a policy identically the same as that of the late Warden and those who acted with him. Strange to say, this report was unanimously adopted by the Council, without a single dissenting voice; thus showing conclusively, and in an unmistakeable manner, the soundness of principles and views long contended for by these men, who have ever advocated the true interests of the municipalities; and who knew while doing so, that their course, was unpopular, and would be strongly opposed, and for which they have been most unwarrantable maligned. But the adoption of their policy by the Council unanimously, is a most thorough vindication of their principle and characters; and it must be exceedingly gratifying to these men, and particularly to Mr. Galbraith, to find their conduct and characters thus set right by the County Council. But we are disgressing a little from the main point—that is, extension of the road to Roddy's Bay. Mr. Richardson informed the Council that the Company he presented in England were ready with £60,000 sterling in cash to invest immediately in the road to push it on to Roddy's Bay on these conditions—first, that the entire control of the road, and its management and affairs in every respect, should be taken out of the hands of the present Company, and handed over to the English Bondholders; second, that the new company, or rather the present Bondholders, should not be pressed for the payment of any old claims against the road for three years to come; and third, that application should be made to Parliament to secure a share of the land grant immediately on the completion of the road to Roddy's Bay. This last condition Mr. Richardson stated he had advised the firm in England to abandon, as it would not be advisable to re-open the question of land grants in Parliament just now, lest by trying to get too much, the whole might be lost. With regard to getting the control of the road out of the hands of the present company, Mr Richardson stated that he had a conference with Mr. Steele in Brockville on his way here, and that Mr. Steele expressed his unwillingness to hand over the road to the Bondholders. As to the conditions on which Mr. Steele was willing to negociate, he could say nothing, but would immediately enter upon the business on his return to Brockville, If successful in getting the control of the Road all he asked of the municipalities was, that they would not push for the five cents in the dollar until he could get the road opened to Roddy's Bay, and the traffic of the Upper Ottawa diverted to this route. That once secured, he had no doubt but the road would pay the Municipalities, and Bondholders too. The road as it now stands, and under present management will never pay anything. The firm he now represented had now £60,000 in the road, which they never expected to realize a 6d out of unless the road could be extended to the Ottawa and to accomplish this object they were willing to risk £60,000 more in the undertaking. If the negociation with Mr. Steele failed, he would immediately inform the County Council of the fact as they would then be at liberty to take any course they pleased. If the municipalities wished to get the control of the road, and were ready to invest an additional £60,000 in it, the English Bondholders were quite willing they should do so; but if the Municipalities were not prepared to do this, they should not stand in the way of the Bondholders doing it. In the negociations between the Bondholders and the Railway Company, the municipal mortgage would not be interfered with in any. All that was asked of the municipalities was to look quietly on and let the Bondholders do the work.

Mr. Richardson concluded by paying a just tribute to the valuable assistance he had received on the Railroad Board from Messrs. Galbraith, McArthur, Murray, French, Robertson and Byrne. These men stood by him in all his contests with Mr. Steele and had it not been for them he would have stood alone on the Railroad. A more honest and upright man than Mr. Galbraith he never had the good fortune to meet, and it was always a pleasure to see his honest face at the railroad board. The conduct of these men on the board had been grossly misrepresented and they had suffered in public estimation in consequence; and he felt it was doing but an act of justice to set them right before the public. Truer friends the municipalities never had to represent them.

Mr. Richardson's proposition is decidedly the best that has been made yet. It is practicable and to the point. The firm Lere-presents are amply able to perform all they promise—in fact, they could buy up the whole road, and pay cash for it, for that matter; and the County Council acted wisely in agreeing to throw no obstacles in the way. It is to be hoped, for the benefit of all parties, that Mr. Richardson may proceed in his negociations with Mr. Steele. A short time will tell.—*Courier.*

The marriage contract between the Prince of Wales and Princess Alexandria was signed on Thursday, at Copenhagen. Her Majesty's Minister at the Court transmitted the news by telegraph to Earl Russel, and the information was immediately forwarded to Osborne also by telegraph.

In consequence of a rumor that the Government will propose an additional tax on tobacco, holders in Montreal are shy; asking three to five cents over former rates.

Mr. J. O. Bureau will be opposed by Mr. J. G. Laviolette of Napierville.

Minutes of McNab Council.

Feb. 3rd, 1863.

Pursuant to adjournment the Council met this day at the Town Hall. The Councillors all present, the Reeve in the chair. The Minutes of last meeting of Council were read, approved, and signed by the Reeve.

The following Communications, Petitions, and accounts were presented and read, viz:

Circular from Henry Rowswell, stationer, Toronto.

Circular insurance Policy, amounting to $4.00

Petition of John Russell and others, for aid to improve a certain road to enable them to get to the main road.

Petition of John Fisher, that the Council would refund to him the taxes for the years 1855 & '56 on the East ½ of Lot 16, in 1st con., exacted by the County Treasurer, Perth, which had been paid previously when due to the Township. Collector also the taxes on the east ½ of lot 14, in the 1st Concession.

Petition of Andrew Hamilton and others to exempt Mr. Fisher, White Lake, from the payment of Taxes for the year 1862.

Petition of the Trustees of S. S. No. 5, that the council do cause taxes to be refunded due to their section, collected in S. S. No. 2 and S. S. No. 6.

Petition of Thos. Martyn and others, praying for aid to improve the Liffy Gully on the 10th Con. line.

Acct. of Alexander Graham, for balance due on contract for building pier at Balmer's Bridge.

Communications from Duncan Ferguson, Secretary of Committee, Douglas.

Communication from Provincial Secretary.

Tender of John McIntyre for the Collectorship, amount $40.00.

Tender of James Dickson for the Collectorship, amount $40.00.

Mr. Robtrtson gave notice that he would, at the present meeting of Council, move for leave to introduce a By-Law to amend a part of By-Law No. 178, appointing Tavern Inspectors.

Mr. Fisher gave notice that he would, at the next meeting of council, move for leave to introduce a By-Law appointing Pathmasters, Pound-Keepers and Fence-Viewers.

Mr. Fisher gave notice that he would, at the next meeting of Council, move for leave to introduce a By-Law defining the penalties to be imposed on persons infringing on the priviliges of those holding licenses within this municipality.

Mr. Robertson moved, seconded by Mr. Fisher, that our Reeve is hereby requested to give this council his views on Railroad matters, also the steps he expected would be taken by the County Council. Car.

The Reeve then made a few brief and satisfactory remarks on the Railroad question.

Mr. Robertson moved, seconded by Mr. McCreary, that the Council do now resolve themselves into a Committee of the whole to consider all documents now before them and report thereon.

COMMITTEE'S REPORT.

With regard to the circular from Mr. Henry Rowswell, we recommend that all blank forms necessary for the current year be ordered from him by the Clerk.

Circular from Insurance Company, we recommend it be paid.

Petition of John Russel and others, we recommend it do lay over.

Petition of John Fisher, we recommend that the sum of $9.00 be refunded to him for the east ½ of lot 16 in the 3rd Con., and the claim on the east ½ of lot 14 in the 1st con., do lay over for the present.

Petition of Andrew Hamilton and others we recommend that the prayer of the petition be granted, except school taxes of which we have no control.

Petition of the Trustees of S. S. No. 5, we recommend that the S. Tax on lot 13, in the 7th con. amounting to 6s 8d be retained from S. S. No. 2, and that the School taxes on lots No. 10, 11 and the east ½ of 12, in the 9th Con., amounting to £1 10d be paid to S. S. No. 5, and the balance of school assessments on said lots amounting to 7s 10d be paid to Mr. McCreary, and that the Clerk and Andrew Hamilton examine the Collector's Roll regarding the overplus tax of £2 12s 4d claimed by said S.S. No. 5.

Petition of Thos. Martyn and others, we recommend that Robert McGregor, Duncan Dewar and Donald McLaren be commissioners to ascertain what the improvements required will cost and report at the next meeting of Council.

Communication of Duncan Ferguson, Douglas, cannot recommend the payment of the amount voted at the public meeting as there was no mention of money in the requisition calling said meeting.

Communication from Provincial Secretary was duly received.

We recommend that the Tender of Jas. Dickson for Collectorship be accepted.

The Council resumed the Reeve in the Chair.

Mr. McLaren moved, seconded by Mr. Fisher, that the report now read be adopted. Car.

Mr. Robertson moved, seconded by Mr. McCreary, that the Clerk be instructed and he is hereby instructed to enquire of the township Treasurer what amount he has received from magistrates as fines imposed by them for the last year and to lay the same before this council at our next meeting, so that this council may proceed against any magistrate that may be in default. Car.

Mr. Fisher moved, seconded by Mr. McLaren, that the By-Law No. 181 appointing tavern inspectors be brought up and read a first time. Car.

Mr. Robertson moved, seconded by Mr. McCrerry, that the blanks in By-Law No. 181 be filled up with the names of James McKay and Donald McIntyre. Car.

Mr. Fisher moved, seconded by Mr. McLaren, that the By-Law No. 182, appointing the Township collector be brought up and read a first time. Car.

Mr. Fisher moved, seconded by Mr. McLaren, that the By-Law No. 181 appointing Tavern inspectors be read a second time and a third time, short, and that it do then pass. Car.

Mr. Fisher moved, seconded by Mr. McLaren, that the By-Law No. 182 appointing the Township Collector, be brought up and read a second time and a third time, short and that it do then pass. Car.

Mr. Fisher moved, seconded by Mr. McCreary, that the Clerk be, and he is hereby instructed to give the necessary notices for the closing up a part of the road from Noud's corner to the 8th con. line. Car.

Mr. Robertson moved, seconded by Mr. Fisher, That the Reeve do grant an order on the Treasurer, for the sum of Fifteen pounds to Alex. Graham for work done on Balmer's Bridge, also four dollars to the Clerk to pay the insurance on the Town Hall. Car.

Mr. Robertson moved, seconded by Mr. McLaren, that the council do adjourn to meet again on Monday, the 23rd inst., for the purpose of appointing Pathmasters, and other officers and to consider the granting of tavern licences. Car.

JOHN D. MCNAB,
Town Clerk.

At the officers' ball in Quebec, on Monday it is stated that a soldier of the 60th was found with his rifle loaded. It being suspected that he was there with evil intentions, he was placed under arrest.

Arrival of the Australasian.

New York, Feb. 1.

The *Australasian*, from Liverpool on the 17th, arrived at seven o'clock this evening.

The London correspondent of the Manchester *Guardian*, writing on the Emancipation Proclamation, says that he fears a very general expression of the opinion that the first black outrage will be the signal for intervention in the interests of humanity.

The Time again replies to the New York Chamber of Commerce touching the Alabama's case, and admits that the sentiment of the North is very natural, and as the case is seen from a federal point of view, it claims a certain degree of sympathy. It argues, however, that the complaints against the British Government really amounts to very little.

Among the French diplomatic correspondences just published, is a letter from Napoleon to Forey, in which it is confessed that the motive for the French policy in Mexico is a desire to prevent the United States from extending their authority southward over the American continent.

Mr. John Bright and Mr. Schofield had been again speaking in Birmingham, in reference mostly to belligerent rights.

COMMERCIAL.

London, Jan. 16.

The action of the Bank in advancing the minimum rate from three to four per cent was generally regarded as a timely and salutary precaution against the flood of joint stock projects which were starting up under the ease in the market.

Consuls for the week 92½ to 92⅝.

Liverpool, Jan. 17.

BREADSTUFFS.—Flour at former rates. **Wheat in fair demand at 9s. 2d. to 9s. 10d for red western; 9s. 10d. to 10s. 2d. for southern; 10s. to 11s. for white western, and 11s. to 12s. for southern per 100lbs. Corn in good demand: mixed 29s. to 29s. 6d; white 30s. 6d. to 32s. 6d. Pork continuing much depressed by heavy receipts; prices are called 2s. 6d. lower. Lard active, but closes quiet at 37s. to 38s. 6d. Ashes 32s. to 34s. 6d. for pots, and 31s. to 31s. 6d. for pearls. Sugars freely supplied at previous rates. Coffee quiet.**

New York, Feb. 2.

A passenger by the Columbia from Havana brings intelligence that a supposed reliable rumor of the destruction of the rebel pirate Oreto, or Florida, was current in that city, and that the rumor was confirmed by the arrival of the Creole from New York. The following is his statement:—On Tuesday, Jan 27th, it was reported in Havana, that heavy firing had been heard at Mantanzas and Cardenas, as if coming from vessels of war engaged in a serious conflict at sea. It was also stated that the Oreto or some other rebel vessel had been chased by several Union gunboats, but with what result had not been learned. It was then believed at Mantanzas that the firing and chases were connected with the same vessel.

The Creole from New York arrived at Havana at between 12 and 1 o'clock on the afternoon of the 29th. She brought news that she had been spoken by the Union gunboat Cayuga, which vessel reported that she observed a steamer on fire supposed to be the Oreto, and that three other vessels were firing into her with great rapidity. The locality of this engagement was not definitely stated, but that it was in the vicinity of the Capes off Cardenas and Mantanzas.

Washington, Feb. 1.

General Butler has had several interviews with the president and the Secretary of war, who have formally renewed the proposition that he shall go back to New Orleans to resume command of the department of the Gulf of Texas and the troops which General Banks will lead thither, but with additional powers and responsibilities, including those attached to the organization of an African army on the Mississippi. It is said that Gen. Butler now hesitates about accepting the command in the shape offered, fearing that the means to be given him are altogether disproportionate to the end to be accomplished.

Rebel newspapers report that one of our Iron-clads had made an unsuccessful attack upon a fort on the coast of Georgia and had to retire in consequence of an injury to her turret.

The New Orleans Delta of the 22nd of January says the piolets of the Passes who boarded the 29 0 on the 8th ult., are in arrest. There are eight of them. If previous to this arrest, says the Delta, they had taken the oath of allegiance, they ought to be hanged. This was previous to the Alabama's appearance off Galveston.

New York, Feb. 2.

New Orleans letters state that the Harriet Lane escaped from Galveston on the morning of the 19th, chased by the Brooklyn and two or three gunboats.

**Headquarters, Army of the Potomac }
February 1. }**

There is nothing of special importance to communicate in regard to the affairs of this army. There are indications of another storm, which will tend further to increase the depth of mud, which already so severely impedes army movements. Gen. Hooker returned from Washington this morning, where he had been for two or three days past, to arrange matters concerning the reorganization of the army.

Moorehead City, N. C., Jan. 30.

The waters between here and Beaufort are black with vessels of all kinds, which are only awaiting the abatement of a severe gale which has been prevailing for five days. Capt. Slaght, Chief Quarter-master of this department, has completed his ardous labor at fitting out the great expeditions of the day. The army is in splendid condition, and eager for the coming conflict. Gen. Wessels is left in command at Newbern with an adequate force for fear of an emergency.

Baltimore, Feb. 2.

The Richmond Whig of Saturday, received by the American, has the following:—After our form was sent to press on Thursday night a telegraph despatch was received announcing the capture of the British steam propeller Princess Royal, Capt. Lawson, while attempting to run the blockade into Charleston. At the the time of the departure of the Princess Royal from Halifax for Bermuda, northern papers announced the fact and gave a description of the vessel and cargo. The federal cruisers were therefore on the lookout, and as she was making her way in before daylight on Thursday morning she was suddenly surrounded and her officers were compelled to run her aground on Long Island beach when she was captured. The Princess Royal has on board a most valuable cargo, consisting of eight Whitworth guns, four engines for gunboats, rifles, powder, &c. The bulk of the cargo was about 400 tons. A party of English workmen skilled in the manufacture of projectiles were captured with the vessel. The piolet and two or three of the crew escaped in boats and reached Charleston. We are gratified to learn that important despatches from Capt. Maury to the government were saved by these persons.

Le Journal de Quebec says that the writ for the division of DeLorimier, Mr. Bureau's constituency, will be issued immediately. His majority over M. Bourassa at the election in September was 165.

Geology and the Darwinian Theory.

The Rev. G. Cambell, of Tarbet, has recently detected evidence sufficient to convince some of the leading geologists in London, that reptiles existed while the sandstones of Portmahomack were being deposited. This is not only an interesting fact in itself but has a special value, from its bearing on the *questio vexata*—the far-famed geological puzzle—the age of the Elgenshire reptiliferous beds at Spynie, Findrassie, Lossiemouth, and Masonshaughs quary, near Burghead. Paleontologists, or comparative anatomists, stoutly argued for a much more recent date—supposing that these beds from their fossils, could not be older than the Trias (or New Red Sandstone); while the field geologists, almost to a man, could not separate them from the underlaying strata, which were, on all hands acknowledged to belong to the Old Red formation. In Elginshire the point of actual contact is covered by thick drift. It is believed, however, that no such obstacle to the stratigraphical reading of the rocks exists in the promontory of Tarbetness; but that a continual section of the conformable strata is to be seen from Portmahomack round by the lighthouse, Geanies, &c., on to Shandwick and the north Sutor of Cromarty, where the scales of Devonian (or Old Red) fish have been found. If the Portmahomack shall be found to be thus linked on to the rocks at Nigg, another Geological demurrer will be put in to the Darwinian theory; for the Telerpeton, the Stagonolepis, and the Hyperodapedon, which, in Elginshire, lie in equivalent beds to the foot-print-bearing rocks of Ross-shire, are as highly organized as the crocodiles of the Nile, and show as little signs of having been in state of transmutation or development. Equally important discoveries, we understand, have lately been made by the Rev. Mr. Campbell's neighbor and scientific coadjutor, the Rev. Mr. Joass of Edderton, demonstrating that reptiles lived during the deposition of the Old Red Sandstone rocks of Easter Ross, and that it is utterly out of the question to assign to them the more modern age of the Trias or New Red, or Mezosic series.—*Inverness Courier.*

The Montreal Herald says that on Thursday last, a boy named Alphonse Patris, aged 16, employed in Douglas & Co.'s sawmill, William street, was playing with another boy named Charles Gigniere and threw a block of wood at him. Gigniere caught it, and was about to throw it back, when Patris dodged behind a post, and then started off, and ran against the circular saw driving pully. He got entangled between the belt, which broke, and he was immediately crushed to death.

The Bromberger Zeitung reports that the fire in the coalpits in the neighborhood of Beuthen, (Prussian Silasia) which has long been raging, has extended to such a degree that it is dangerous to pass over the grounds in some districts. Thus some days ago a vehicle, drawn by two horses, was suddenly swallowed up, together with the driver, not far from the village of Lourahutte. The country is so undermined that in some spots the fiery abyss is covered with a thin crust, which gives way beneath an object of any weight, precipitating it, as in the case mentioned, into the burning cavity, where nothing can save it from destruction.

The Montreal Gazette understands it is in contemplation, should it be feasible on the river in the course of three or four weeks, to have a grand sham fight, in which the whole garrison, regular and volunteer, will take part. The Island of St. Helens will, no doubt, be the point of attack, and with the large force we have here at present the sight will be such as never was seen in Montreal before.

Firewood is selling in Nashville at forty dollars per cord. The Union says several houses have been torn down for fuel, and some of the citizens are using their fencing stuff for the same purpose. The gas works, the supply of coal having been exhausted, have been closed, and the citizens have been reduced to the standard of light afforded by candles, which were selling on Thursday at thirty cents per pound, and were held on Friday at forty-five cents.

The Attica Atlas says that a short time since, Mrs Mary Shum, of Bennington, N. Y., and her sister-in-law, Barbara Shum, were filling a kerosene lamp over a stove, when the oil took fire, bursting the lamp and enveloping them both in flames, burning them most horibly. Barbara died of her burns. Mrs. Shum survives, and is in a fair way to recover.

A very curious rumor is flying through Parisian political *salons*. It is said that the Emperor has never changed his mind upon the Italian question, that he hates the papacy politically as heartily as he does personally, and that his apparent change of purpose has been devised to cripple the priests during the forthcoming election.

A deserter from the 100th or Prince of Wales Regiment is now in custody at Niagara. He deserted from the regiment in Gibraltar, and by some means he managed to reach Niagara, where he gave himself up. His name, we are informed, is Miller, and he has relatives living in Niagara.

The house of Mr. Hiram Broadbent, Elgin street, Hamilton, was destroyed by fire on Wednesday. The insurance, $2,000, will not cover loss.

Montreal Wholesale Produce Prices Current.

Montreal, February 7th, 1863.

FLOUR—Pollards, $2 25 to $2 80; Middlings, $2 50 to $3; Fine, $3 75 to $4 10; Superfine, No. 2, $4 25 to $4 50 Fancy, $4 65 to $4 70; Extra, $4 95 to $5 05; Superior Extra, $5 15 to $5 30; Bag Flour, $2 40 to $4. 45. There were no sales of consequence this morning, so we continue yesterday's quotations; but the views of holders have advanced 5c. to 10c., owing to the snow-storm and the consequent blocking up of the railways.

OATMEAL per brl. of 200 lbs., about $4.-60 to $4 80.

WHEAT.—Canada Spring, 91c. to 94c. ex-cars; U. C. White Winter, nominal, $1.-02 to $1 03.

PEAS per 66 lbs.—70c. to 72½c. Nominal.

ASHES per 112 lbs., Pots, $6.10 to $6.20; Pearls $6 to $6.05.

BUTTER, per lb.—There is a little more inquiry, but sales can only be made at reduced prices; we quote inferior to choice, 10c. to 16c.

LARD per lb., 7c. to 8c.

TALLOW per lb., 8c. to 8½c.

HAMS per lb., no transactions.

PORK per brl., Mess $10 to 10 50; Thin Mess, $8 50 to $9; Prime Mess, $7 to $7 50; Prime, $7 to $7 50.

DRESSED-HOGS per 100 lbs., are very dul, and prices irregular; we may quote from $3 to $4, according to quality and condition.

SEEDS.—Clover, 7c. to 7½c. per lb.; Timothy, $2 to $2 25 per 45 lbs.

JOHN DOUGALL & Co.,
PRODUCE COMMISSION MERCHANTS,
270 St. Paul Street.

On Friday the Lincoln Hotel, Laurenceville, owned by George Cairns, was destroyed by fire. Fully insured.

Buckstone, at whose theatre in London Sothern has played Dundreary nearly four hundred times, has cleared $175,000 by it. Sothern's salary is $1,500 weekly.

The *Standard* says the following gentlemen were, last Monday, elected Directors of the Brockville and Ottawa Railway Company, for the present year, viz:—Messrs. R. F. Steele, Esq., Hon. George Sherwood, J. L. Schofield, Esq., —— Richardson, Esq., —— Fitzsimmons, Esq., —— Price, Esq., and Robert Bell, M. P. P.

The new Ironsides (U. S. iron-clad frigate) is pronounced by her commander a thorough sea-going vessel. She encountered very rough weather on her late trip, but behaved splendidly. Her speed, however, is not so great as expected, seven knots an hour being the highest attained.

Birth.

In Ramsay, on the 2nd inst. the wife of Wm. R. Sutherland, of a son.

At Glen Isle, Beckwith, on Friday, the 23rd ultimo, the wife of Mr. John Scott, of a son.

Married.

In Montreal, on the 27th inst., in St. Patrick's Church, by the Rev. P. Dowd, Mr. T. J. Mahon, to Miss Jane McGauley, both of Montreal.

In the Parish of St. George, on the 14th ult., by the Rev. P. W. Constable, Mr. H. J. Clarke, of the Parish of St. Thomas, to Miss Euretta R. Colton, daughter of Henry Colton, Esq., of the Parish of St. George.

In Potton, on the 3rd inst., by the Rev. R. Barrey, Mr. Charles Young, to Miss Mary Taylor, both of Potton.

In Reach on the 19th ult., by the Rev. L. Braire, P. P., Brock, Lachlan I. Campbell, son of K. Campbell, Esq., Thorah, to Sarah McLarence, daughter of John McLarence, Reach.

On the 14th ult., in St. Peter's Church, Peterboro, C. W., by the Rev. J. S. O'Conner, brother of the bride, assisted by the Very Rev. Oliver Kelly, P. P, and Rural Dean, Peter Shevlin, Esq., Solicitor, to Miss Norah O'Connor.

At Quebec, on the 27th ult., by the Rev. W. Gemley, Mr. W. D. Meikle, of Morrisburg, C. W., to Georgina Jane, relict of the late Mr. James McIndoe.

At Toronto, on the 23rd ult., by the Rev. Dr. Jennings, at the house of the bride's father, Mr. James Adam, plumber, Hamilton, to Margaret, eldest daughter of Alexander Erskine, Esq., of Toronto, lately of Galashiels, Scotland.

Died.

In Montreal, on the 28th ult., aged 55, Bridget Smith, wife of Robert O'Kane, Butcher, formerly of Lachine.

At Laprarie, on the 28th ult., James Thompson, Esq., a native of Kilmarnock, Scotland, in the 84th year of his age.

On the morning of the 26th Dec., at Peterborough, C. W., in his 21st year, Thomas Patton, the last surviving and dearly beloved son of Isabella Patton, and of the late John Patton, Esquire, of Prescott, C. W.

At Vankleek Hill, on the 16th of January, aged 58 years, Janet McCandlish, the beloved wife of W. Ferguson, Undertaker, and the daughter of the late Wm. McCandlish, Esq., Provost of New Galloway, Scotland.

At Chambly, on the 21st., ult., John Wallace, Senior, aged 74 years, a native of Stranraer, Wightonshire, Scotland.

In Ogdensburgh, N. Y., on the 6th inst., of Diptheria and Pneumonia, John Francis Kelly, 16 years and 6 months. 11th ult., of Diptheria, Anna Maria Kelly, aged 18 years and 7 months. Only children of the late John S. Kelly, formerly of Boston, Mass.

"Pleasant in their lives, and in death were not divided."

On Saturday, the 24th ult., at her residence, corner of Campeau and Lagauchetiere Streets, Hannah the beloved wife of Thomas Hague, of Montreal, aged 30 years.

On Tuesday the 20th ult., at his residence in East Whitby, James Ketchen, who was born in Peebleshire, Scotland, and came to Canada in the year of our Lord 1834, aged 55 years.

On the 24th ult., at St. Columbus, near Quebec, Miss Clarice Eliza Rosalie, daughter of the Hon. Judge Caron.

At Etchimin, Peter Lambert Esq., Surveyor, and Lieut.-Col. of Militia.

On the 25th ult., at Grenville, C. E., Margaret, relict of the late Christopher Edie, Esquire, Kingston, C. W., aged 68 years.

At the village of Renfrew, on the morning of the 2nd inst., Mr. Orange Wright, aged 42 years, much and deservedly regretted.

In the Township of McNab, on Tuesday, 27th January, James Morris, Sen., County of Renfrew, an old and respected resident, aged 81.

Suddenly, after a short illness, Anne, wife of Mr. Edward Basset, Goulbourn, County of Carleton, on Thursday, the 5th inst., aged 35 years. Deceased was a native of Ramsay and eldest daughter of J. Warren, Esq., of the same township. She leaves behind her a bereaved husband, an interesting family of three, as well as a numerous circle of friends to mourn her early call. Her end was peace.

OBITUARY.—Fossey Stern was a native of the County of Wexford, Ireland. His father died when he was twelve years of age, but this loss was partly made up by the care and counsel of a pious grandmother, who took him by the hand and led him to the house of God, where he enjoyed the ministrations of several distinugished Wesleyan ministers—Andrew Taylor, W. Hamilton. W. Riley and his own first cousin, F. Tackaberry.

Under such ministrations, as might be expected, he was deeply convinced of sin, and eventually was led to the Saviour in the year 1815. Having found the pearl of great price, he united with the people who were instrumental in bringing him to God. In the year 1820 he emigrated to Canada, and settled in Drummond, Boyd's settlement; and in the year 1821 he was united in marriage to Miss Jane Boyd, who was a help-mate during life to him. For 41 years they travelled the rough journey of life together, but the road was made comparatively smooth by Christian love and a zealous co-operation in the work of God.

His house was always a welcome home for the weary itinerant, and he never seemed more happy than when he had ministers with him. He was a man of much prayer, and faith was answered in showers of blessing. He was taken ill at the time of the Camp-meeting in July last, and it soon became evident that the master was about to call him home to himself. He lingered on until the 19th of November, when he changed mortality for life in the 69th year of his age. His end was peace. His last utterance to the writer was that he was nearly gone—that he was resting on the atonement. On one occasion he became rapturous, and uttered the praises of God with triumph. Thus passed away to the skies our dear friend, leaving an aged companion to travel the remainder of life's journey in lonely sorrow.

As Mr. Wm. L. Reed was skating with Miss Alberta Davis on Hobard's pond, South Abington, Mass., she fell, and in attempting to assist her his skate was caught in her hoop skirt, which threw him violently on the ice, putting his shoulder out of joint, breaking his nose, and otherwise severely injuring him. The young lady was but slightly injured.

The Nairn congregation, on the 30th Jan., presented its pastor, Rev. A. Maclean, of Freelton, with $50 as a token of good-will.

Mr. James Boyd, a New Brunswick M. P. P., has been severely injured near St. Andrew's by a railway accident. Two of his ribs were broken.

MARKETS.
Corrected Regularly.

OTTAWA Feb. 5, 1863.

Wheat—Spring, ℔ bush.	$1 00	$1 05
" Fall	1 05	1 10
Flour—Extra, ℔ bbl.	5 25	5 50
Superfine No. 1	5 00	5 25
" No. 2	4 50	4 50
Farmers'	3 00	4 25
Oatmeal, ℔ bbl. 196 lbs.	6 00	6 25
Rye, ℔ bush. 56lbs.	0 50	0 50
Barley, ℔ bush. 48 lbs.	0 60	0 65
Oats, ℔ bush. 34 lbs.	0 50	0 53
Peas, ℔ bush. 60 lbs.	0 45	0 60
Beans, ℔ bush.	1 50	1 75
Corn, ℔ bush.	0 60	0 65
Potatoes, ℔ bush.	0 30	0 35
Hay ℔ ton	14 00	16 00
Straw ℔ ton	5 00	6 00
Pork ℔ 100 lbs.	3 50	4 00
Beef ℔ 100 lbs.	3 00	4 00
" per ℔	0 06	0 10
Mutton per ℔ by the qr.	0 06	0 00
Ham	0 08	0 10
Tallow per ℔	0 08	0 10
Lard, per ℔	0 10	0 00
Hides—slaughtered per 100 ℔	4 50	5 00
Fowls "	0 50	0 50
Chickens, each	0 25	0 00
Wool, fleece washed	0 25	0 33
" pulled	0 27	0 30
Apples per bbl.	2 25	3 00
Geese, each	0 45	0 50
Butter—Fresh per lb.	0 12½	0 15
Tub "	0 10	0 12
Eggs per dozen	0 12	0 00
Onions, per peck	0 07	0 08

Brockville, Feb 5 1863

Fall Flour ℔ 100 lbs.	$2 25	@	2 50
Spring Flour	2 25	"	2 35
Spring Wheat	0 85	"	0 90
Buck Wheat	0 45	"	0 50
Indian Corn, ℔ 56 lbs.	0 45	"	0 55
Barley ℔ 48 lbs.	0 70	"	0 75
Fall Wheat	0 90	"	1 00
Potatoes	0 30	"	0 35
Rye	0 45	"