To Advertisers.

General Advertisers are requested to send in their favors before Eight o'clock, P. M., on the evening prior to intended publication.

Auctioneers will oblige by sending in their Sales before Six o'clock, P. M.

Provincial Parliament.

The Proprietors of the *Montreal Courier* beg to state, that they have just completed their arrangements for the reception of the latest News from the Seat of Government, (Toronto,) and that full details of all the *sayings and doings* in the Canadian Legislature will always appear in the columns of their journal.

Parties supplied at their residences by the Carriers, at the low rate of 7½d. per week, or 5s. (one dollar) for the Session.

To the Carriers of the "Courier."

THE PROPRIETORS of the *Courier* inform their Carriers, that the following premiums will be awarded to them on their sales during the week, viz.:—

£0 10 0	to the first.	
0 7 6	to the second.	
0 5 0	to the third.	
0 2 6	to the fourth.	

These Premiums are exclusive of the usual Commission.

COURIER OFFICE,
June 12, 1850.

THE COURIER.

WEDNESDAY, JUNE 26, 1850.

The Quebec and Halifax Railroad.

The highly important business transacted in the little Pedlington Parliament above is permitted to occupy so much space in our Provincial journals, that they are obliged to omit other things of vastly more consequence to Provincial interests. What is all the fuss about the stupid Clergy Reserve question compared with the construction of a Railroad from Halifax to Quebec, the first link in a mighty chain of communication between the Atlantic and Pacific Oceans, the highway for the commerce of the East? It is perfectly clear that a very few years will elapse before such a Road must be constructed by some one, either by the people of the United States through their territory, or by the Canadians, assisted by European capital, through the now British North American Provinces. Let us then, in conjunction with the people of Nova Scotia and New Brunswick, put our shoulders to the wheel, and at least "make an effort" to secure the beginning of such a Line. A Road once run from Halifax to Quebec, another branch from that city will unite itself to the St. Lawrence and Atlantic Road near Melbourne, and so to Montreal—the Line from Montreal to Lachine is already open; the Upper Canada folks are stirring in earnest for a Line to traverse their beautiful country, and we venture to say that the country thus opened, such would be the influx of population and capital, and so great the increase of our trade and means, that at no very distant day the project of running a Railway across the farther regions of the West to navigable water, Vancouver's Island would be [illegible] stances, it is [illegible] the annexed articles, which we copy from the *Acadian Recorder*, that there is at least a prospect of the construction of the Line from Halifax to Quebec:—

I have observed in your paper a brief notice of the late interview between a Deputation of the proprietors of the Halifax and Quebec Railway, headed by Lord Stanley and Lord Mountcashel,—and Lord John Russell, accompanied by Earl Grey and Mr. Labouchere.

It may, perhaps, be interesting to some of your readers to learn the issue of the meeting. The purpose of the Deputation was most ably stated by Lord Stanley, who urged upon the attention of the Premier the great importance of the British Government *endorsing*, as it was, the Colonial grants, and of adding thereto such other means as would guarantee an interest of 4 per cent on £3,000,000. Lord John Russell assented to the general principle thus laid down, and stated that he would instruct some of the Executive members of the Government to communicate with Lord Stanley on matters of detail. He also requested to be furnished with a plan on paper, stating the *modus operandi* proposed by the Deputation, and the name of the parties with whom the Government would negotiate on the subject.

* * * * * *

The result of the Deputation, headed by Lords Stanley and Monteagle, to the Premier, has transpired, and the friends of the great project will be delighted to know that it quite realizes their most sanguine expectations. What is the reason our local Governments exhibit such apathy and utter indifference to the measure? What has so paralyzed their energies, that only for private correspondence we should know nothing of the feeling with which the grand scheme is entertained by the British Government? Now and again the public mind of this city has been excited and aroused from its lethargy by some desperate effort of a solitary advocate of the measure, and soon, all is quiet again, and the Railroad seems untalked of, and forgotten. We have laboured hard for the last twelve months to give it that prominency which it so eminently deserves, and we observe, with pleasure, that the population of the interior cherish the scheme with increased avidity. A correspondent of the Canadian Land and Railway Association continues to agitate the subject with good effect along the frontiers of the Province. In communities where the subject was a short time ago looked upon with jealousy and distrust, the public mind is fast becoming educated to appreciate its importance and worth. In the Session of 1849, the Assembly of this Province devoted some days to the discussion of this topic, and the result was a strong vote taken, pledging the public revenues to construct the Road. The moment Capt. Hersane's Report made its appearance, a most favourable opportunity appeared to present itself to some persons for desertion, and thence to the present not one encouraging word or action, we are sorry to say, could be provoked from the Government by the advocates of the enterprise. The Canadian Land and Railway Association have not, however, been discouraged, and by their indomitable energy and perseverance, they have at length enlisted the able and spirited influence of Lord Stanley and Lord Mountcashel in favor of the Railroad. These noblemen, both eminent men, and well adapted to influence the Councils of the nation, have assisted materially in impressing the Government favourably towards the undertaking, and Lord John Russell has spoken plainly and direct to the point, and now "*assents to a Government guarantee of 4 per cent on £3,000,000 of money for the purpose of building the Railroad.*" He also was pleased to say that he would instruct some gentleman of the Executive Government to communicate with Lord Stanley on matters of detail.

Why should there not be one mighty effort now made conjointly by all who take an interest in the matter, to second Lords Stanley and Monteagle, and to inspire the British Government with confidence in our advocacy, as Colonists, of this noble undertaking, to bind up in one bundle the interests of all these Provinces, and securely link them to the British Throne for all future time. In order to give its proper weight to a full fair expression of public sentiment on this subject, a correspondent proposes that on a certain day, say the 20th day of July next, a meeting be held in every city, town, village, and hamlet, on the whole line from Halifax to Quebec, and an expression of opinion to be taken, to be submitted through the constitutional channels to the Imperial Government. We think this an excellent idea—one which will commend itself at a glance to the good sense of the public, and we heartily approve of the proposition. If Editors and others favorable to the Great Railroad will but combine on this feature of its advocacy, we may send home from the Colonies such a testimonial in favor of the project, as never yet addressed itself to a British Minister on any other subject. Never at any previous period have the prospects of the enterprise appeared so promising. Let us then, one and all, in unity of purpose and action, respond, and that right worthily, to the sentiment which has dictated such an expression of opinion on the part of the First Lord of the Treasury. As far as Nova Scotia is concerned, we feel the utmost assurance that active intelligent men will be found on the whole line from the metropolis to the Missiquash, who will cheerfully co-operate in any general action to promote the measure, by calling simultaneous meetings. We, therefore, invite our brethren of the Press in New Brunswick and Canada to an expression of opinion on such a step as is thus proposed, and to a common effort, and shall be glad ourselves to lend our humble assistance in any and every reasonable way, as heretofore, to support and advocate this Trunk Line of Railroad.

We extract the following from the Burlington *Daily Free Press*:—

THE PANORAMA AT CONCERT HALL.—We had the pleasure of witnessing this exhibition, last evening, and unhesitatingly pronounce it by far the finest thing of the kind we ever saw;—in a high degree creditable to the [illegible] Judging from the extraordinary fidelity of its representation of the localities with which we are acquainted, (Boston, Charlestown, &c.,) we look with equal faith upon its delineation of the time-renowned City of Edinburgh,—namely a Street or a Monument of which is without a historical association of the most exciting character. To one familiar with the History of Scotland, and whose memory is stored with the thrilling events which invest that history with the liveliest hue of romance derived no less from the sober details of the historian than from the magic pen of Sir Walter Scott, this panoramic and detailed representation of Edinburgh, and of its principal public streets and edifices, possesses very great interest. We warmly recommend our readers to go and see it.

CANADIAN AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

TORONTO, June 21, 1850.

Continuation of the debate on the Clergy Reserves:—

Mr. Morrison rose to propose an amendment. He said, one of the Attornies-General had spoken against the Resolutions, and declared his intention to vote for them; the other Attorney-General had spoken in favor of them, and declared his intention to vote against them. Mr. Morrison then proceeded to declare himself in favor of sweeping away both Rectories and Reserves, and concluded by moving an amendment to the effect, that the power to deal with the question ought to be given to the Canadian Legislature, free from any condition whatever.

Mr. Cameron (of Kent) also moved an amendment, that the question be taken up and settled by Bill. He adduced several instances in which the Canadian Legislature has passed Bills in the face of Imperial Statutes, and that they were afterwards sanctioned by the Crown in England. He charged the Government with pursuing a course of deception towards the country, in promising last Session to take up the question as a Government measure, and enter into negotiations with the Home Government, with a view of procuring its early settlement—of having violated the promise, and now declaring they could not take up the matter as a Government.

Mr. Holmes seconded Mr. Cameron's amendment. He said the country would never have peace until these Clergy Reserves be devoted to general education. He denied the assertion, that Lower Canada is not interested in the question; in Montreal, a large Protestant population, and in the Eastern Townships 200,000 persons of British extraction had the right of Government to favor one religious denomination at the expense of others. The attempts that had been made, during the debate, to work upon the fears of Lower Canada Members, would fail of their object; there was more liberality amongst the Lower Canada population than amongst that of Upper Canada.

Mr. Cauchon could not vote for the Resolutions, because he was not prepared to go farther at present than to declare that this Parliament ought to obtain the power to legislate on the question. When the question of disposing of the Reserves should come before the House, he would then be ready to say whether he would support the principle avowed by the mover of the Resolutions, or not.

Mr. Scott (of Bytown) supported the amendment of the Member for Kent, because he believed that it proposed the only mode of settlement that would ever give satisfaction to the country. He charged Mr. Baldwin with deserting the principles he had professed for years, and intimated a threat of going into opposition. The Ministry had injured themselves more by not taking up this question, and determining to stand or fall by it, than by any other question, not excepting the Indemnity Bill, by voting for which every Upper Canada Member had endangered his seat. He commented severely upon Mr. Baldwin's declaration, that he could not be bound by the will of his constituents. He denied the statement that this was not a test question at the last election; he knew it was in his constituency. If the Ministry were sincere in desiring the settlement of this question, why did they not introduce these Resolutions two years ago? He concluded by threatening the Ministry with the consequences of their conduct at the next election.

Mr. Flint had always been opposed to the Clergy Reserves. He declared, on behalf of the Wesleyan Church, they did not desire a continuance of the £700 a year they receive from this source.

Mr. Wilson believed, that all the denominations would be better without these funds. He had often seen a man with more money than he had himself, who was making a bad use of it, and would have been better without it; but that did not give him a right to take the man's money.

Mr. Hincks made a long speech, with a view to the effect out of doors of the parts that the several actors were playing in the House. He entered into a defence of Mr. Baldwin's doctrines and consistency, as well as of the conduct of the Cabinet, denying that any responsible promise was made last Session by the Government, to negociate with the Home Government on the question, and citing, as proof of the popularity of the proposal to disturb the present Reserves settlement, the fact, that Mr. Vansittart, in the County of Oxford, while canvassing the electors on the Conservative ticket, finds it necessary to declare his readings to assist in taking these revenues from the Church of England.

Mr. Cameron, of Kent, read from the Reports of the debates of last Session, a distinct promise on the part of the Government, that the question would be taken up as a Government measure.

Mr. Notman was very severe on the Ministry. He declared his conviction, that the proper way to proceed in the settlement of the question was by Bill; and he, therefore, supported Mr. Cameron's amendment. The country desired that these revenues should be devoted to general Education.—If it had not been believed that the Ministry would take up the question and settle it, he should not have been able to secure his election.

The debate was adjourned till tomorrow; and the House adjourned about twelve o'clock. X.

The steamer *Doris*, purchased in England, for the service of the Quebec Trinity House, arrived here on Saturday afternoon last, about 5 o'clock, P.M., having performed her voyage from Liverpool, in 26 days, notwithstanding the very rough weather and constant head winds which she encountered nearly the whole way. She has brought out twelve cabin passengers, who speak highly of her sea-going qualities.

The *Doris* is 142 feet long, and admeasures about 800 tons. She has two engines 30 horse power each, and Smith's Patent Screw Propeller—is copper-fastened and sheathed with yellow metal. She has had on board cargo, dead weight, 400 tons, exclusive of fuel, and had not been at sea more than sixteen months when purchased by the Trinity House.—*Quebec Gazette.*

EUROPEAN AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 7, 1850.

No one can read the debate of last Friday upon Sir T. N. Buxton's motion without being struck with the fearful sacrifice which this country has been made to pay in order to obtain the "benefits of a cheap pound of sugar." If we take, first, the present value of West India property, compared with what it was before the Free-Traders were allowed to dictate Acts of Parliament, we find a falling off to such a degree as to be almost incredible, were the facts not sustained beyond the possibility of dispute—estates formerly worth £20,000 and £40,000 have been a drug in the market at £2000 and £3000; and even in the more prosperous of the Islands—Barbadoes and Antigua for instance—the depreciation of property is truly alarming. Then it must be borne in mind that the Colonists, who were excellent customers to the Home market, could not suffer to the extent without a corresponding effect being experienced in England. Had the exports continued equal to what they were in previous years, there might have been some ground for questioning the reality of the distress complained of; but, when it is known that there has been a falling off in the exports to the amount of more than £2,000,000, no sane person can doubt the cause which has led to such a change. But, independent of the cost to the English nation, which its efforts to abolish Slavery have entailed upon it, there is the gross inconsistency, of which its representatives have been guilty, in giving encouragement to that traffic, upon which they look with so much horror. A British squadron is continually wasting its strength in an offensive war against the Slave Trade on the coast of Africa, whilst at [illegible] encouraged in all the Possessions of Foreigners, by Free-Trade laws, to the immediate prejudice of our own countrymen. Such is the *moral and consistent* result, in reference to the West Indies, of the most absurd commercial system ever promulgated by a great nation—a nation which acquired its power and wealth, it must never be forgotten, under a strictly protective industrial system at every period of its history in which competition existed with other nations. The West Indian question, then, though strictly bound up with the Free-Trade principle, is, nevertheless, so far a question of morals that it affords many honorable gentlemen a pretext to slip off their bonds upon the whole question of our commercial policy. The division of Friday night, or rather of Saturday morning, has sufficiently evinced this disposition. The Government majority, after a most vigorous application of the whip, was only 41, including placemen—324 voting for, and 273 against, the motion. The most interesting feature of the debate was the *début* of the Hon. E. H. Stanley, the son of the Protectionist leader. In a maiden speech of a fluency and energy, unusual to a young speaker, Mr. Stanley demolished the heaps of cooked statistics, with which the House had been favored by Mr. Wilson, by a plain unvarnished statement of facts, derived mainly from personal observation. The Hon. member told the House what he had seen with his eyes, and heard with his ears, in so simple and dignified a manner, that it must have carried conviction to every mind—even though conviction does not always produce a vote in accordance. Hear the conclusion he arrives at! "I tell you," said the Hon. gentleman, after graphically describing the condition of the West India Islands and British Guiana, and the feelings of their inhabitants, "I tell you, now, that from Canada to Jamaica, from the St. Lawrence to Essequibo, there is, in the minds of all thinking men, but one predominant, all-pervading feeling—a feeling, call it un-English, if you will, but you cannot call it unnatural—a feeling of growing disbelief in the attachment, and of distrust in the policy, of the Mother Country." I must confess to having looked for a larger majority; as usual, however, a good many Protectionists were absent, including Mr. Herries, and one or two others of note. Colonel Thompson, Lord Nugent, and four other Radicals, and about a score of Whigs, voted with the opposition on this occasion, as did the bulk of the Peelites. Among the latter were Gladstone, Goulburn, Sydney Herbert, Cardwell, Corry, Lord Mahon, M. Milnes, Masterman, Smythe, Tlesiger, Verner, the two Sundars, Lord C. Hamilton, the two Clives, Sir Robert's own brother, Colonel Peel, and his son-in-law, Lord Villiers, and his Lordship's brother Mr. Villiers, (Weymouth.) The only Peelites of note who voted in the majority were Sir Robert Peel, Sir J. Graham, and [illegible] Monday [illegible] the Peelites proper were joined to London brought forward his Bill for the erection of a new Court of Appeal in matters of doctrinal faith, but in spite of the support of the Bishop of Oxford and Lord Stanley, the House took the advice of Lord Lansdowne and rejected the Bill by a majority of 84 to 41. On the same night, Mr. Hume, in the House of Commons, amidst general cheering, asked Lord John Russell for a Committee to re-consider the question of stopping the Mails and Post-Office business on Sundays, and time is to be taken to consider in what manner the late vote is to be brought under review. Lord Stanley, at the earnest entreaty of Government, has postponed his motion on the Greek question for a week.

The Metropolis is becoming quite gay and crowded.

The last week has at length brought fine weather, and whilst we Londoners are envying the country folks with their green fields and lanes, people from all parts are flocking here to find pleasure in our dusty streets.

The Nepaulese Ambassador and his suite attract great attention wherever they appear. In the streets, in the Parks, in the Markets, in the Courts of Law, and at the Opera, they create quite a sensation. The splendour of their costume is very remarkable. His Excellency has taken a house in Richmond Terrace, Whitehall, close to Sir R. Peel's, and will remain there for three months. He is said to be the bearer of presents to the Queen, two of great value, and if this be the case, the Custom-House authorities at Southampton used him very scurvily, by insisting at first upon searching his baggage. The political object of his mission seems to be, as far as I can judge, merely to pay a tribute to the Queen of England, and to engage her to respect the independence of Nepaul. Lord Palmerston is to introduce the Ambassador to Her Majesty. This would be a marked compliment, otherwise it is the plain duty of Sir J. C. Hobhouse; but he is a lazy Minister, and cheerfully waives any ceremonious acts which interfere with his tranquillity.

The splendid weather has had no material effect upon the prices of Corn in Mark Lane; advanced rates are being obtained in the Foreign Markets, but here there is a struggle whether prices are to be maintained.

The Exhibition of 1851 is progressing in the preliminary preparations. A Report of the Committee gives an interesting account of the rivalry amongst the Architects who have competed for the plan of the building; but although many names are entitled to honorable mention, none of the plans are accepted. A plan embracing the best suggestions among them, will be prepared. It will be a noble building in its effects. At one point it is to have a dome of light sheet iron, 200 feet in diameter, with openings adapted for the exhibition of stained glass, and a circle of light from the centre. The effect, with the display beneath of the richest productions of the world, may be expected to prove truly magnificent. The subscriptions now amount to £61,704, more than one half of which have been raised in the Metropolis. Manchester has contributed £3,500, Liverpool £627, Bristol £700, and Bradford (Yorkshire) £1,495.

The Universities and University Reform are once more brought before the public. Lord Brougham, the founder of the London University, and repeated antagonist of the Oxford and Cambridge seats of learning, has come forward as President of University College, and, in a letter to "My Dear Duke" of Wellington, condemns Lord John Russell's contemplated Commission to inquire into the state of the Universities. Yet Brougham's own pet University of London is in itself a volume of arguments for those which it would supersede; and the men who, term after term, have uncrowned Oxford and Cambridge, stand, as a rule, higher than those educated at the model institution here, both as scholars, gentlemen, and Christians. As for "The Duke," he, of course, speaks the sentiments of Oxford. At Cambridge, however, Prince Albert is scarcely thought so good a Chancellor at the present juncture as he would be at any other time. The husband of the Queen, it seem unseemly that he should appear in opposition to her Government. Two duties have to be performed, and it requires all the tact and dexterity for which the Prince is remarkable, so to fulfil both as to make neither clash with the other.

Yesterday there was a great Protectionist meeting held at Liverpool, and presided over by the Earl of Wilton. There was a very large attendance of merchants, shipowners, and agriculturalists, and the speeches generally were at a high order of excellence. The Protective Resolutions were carried almost unanimously. The locality, the martime Capital of cotton-spinning Lancashire itself, was well chosen for the demonstration, carrying, as it did, the war into the enemy's camp.

Lord Cottenham has been raised to an Earldom. The belief gains ground that the Seals will be put into Commission, with Lord Langdale and Baron Rolfe at their head. This I doubt: if Lord Langdale would not consent to be Chancellor alone, surely he is not likely to be merely a Commissioner. It is not improbable that Baron Rolfe will be at the head of the Commission; but the arrangements will be made with a view to the separation of the judicial and political functions of the future Chancellor. Should Baron Rolfe be appointed Chancellor, many legal changes will immediately follow.

Relying on the circumstance that two of the learned Barons are known to be opposed to the opinion that the Judicial Committee of the Privy Council is the proper authority in matters of doctrine, the Bishop of Exeter, it is said, has resolved on trying his chance with the Court of Exchequer, by cocking there a prohibition against the institution of Mr. Gorham to his living. In this event, it may yet take three or four weeks before the final decision of this long-contested case.

I had almost forgotten to mention that the Irish Franchise Bill has been read in the Lords a second time, without opposition—the amendments being reserved for Committee; and that Mr. Fox's Education Bill has been thrown out of the Commons by the large majority of 327 to 68.

The Electoral Bill has passed the French Legislative Assembly by a large majority, and will shortly be acted upon in the Bas Rhin, where there is a vacancy caused by the option of De Plotte, for Paris. M. E. de Girardin is the candidate of the Socialist conclave, but his return is extremely doubtful, as he does not possess the confidence of the *National* (newspaper) party. France has relapsed into a state of tranquillity; the funds have improved, and the triumph of the Moderate party is complete. I fear the calm will be of short duration, and that the Reds are plotting secretly to recover the ground they have lost. A proposal by the Government to increase the salary of the President has been coolly received by the Assembly, by whom the project has been referred to a Select Committee—an unfavorable symptom of its success. No progress has been made in composing the quarrel between the French and English Governments. It is probable that proposals have been sent to Greece by Lord Palmerston, and that, eventually, the matter will be arranged.

Lord Normanby still remains at Paris.

King Otho has sent the Grand Cross of his highest Order to the President and to General de Lahitte, and has also decorated the Athens correspondent of the *Times*!

The King of Prussia has quite rallied, and is fast recovering.

The Danish quarrel is beyond mortal conjecture. One day we hear of actual hostilities, and the next the face of Janus is turned again. It is a hopeless affair.

THE NEW LIGHT.—Though we have the most positive, unqualified assurations, from "the most reliable sources," that Paine's new light is and is not a humbug, there yet remains as much doubt on the subject as ever. As we have already said, there is no need for any speculation whatever, for the real merits of the pretended discovery can be ascertained by actual tests. Mere assertions settle nothing. Experiments clear up every question. It has been asserted that there has been no public exhibition in Worcester, where Mr. Paine lives, of the new light. We, the other day, published a letter to a gentleman in this city, saying some hard things of Mr. Paine, and that he had been unable to see the light. Unless the writer was unable to see at all, he, probable, did not make much effort (though he says he did) to gratify himself. "An apparatus," says the *N. Y. Courier & Enquirer*, "capable of supplying three thousand burners, is in operation at the Worcester Exchange, and produces a light of the purest flame, steady and free from glare, and yet so luminous as to make distinguishable the faintest tints of blue and green. A stove is also exhibited fed by the same means, and giving out all the heat ever required for domestic purposes. Shrewd practical men have shown that they know how to estimate both the professional incredulity of savans, and the paltry derision of Sciolists, by taking the most effectual means of subjecting the reality of the discovery to the most rigid tests, and of securing the proprietary right at every cost in case it proves successful."

The Worcester *Spy* states, that Sir CHARLES D. ARCHIBALD, an English gentleman, who has spent some days in that city examining PAINE'S Hydro Electric Light, after his return to New York, [illegible] of his achievement in scientific investigations, and offering his services as a medium of bringing the discovery before the British public. Mr. Archibald says:

"I will not say anything further than I have already expressed in admiration of your splendid discovery, which I now comprehend. Every man of right feeling must desire to see you reap the reward you so richly merit; and I beg to say that it will give me great pleasure, if I can, in any way, promote your interest.

"If you feel sufficient confidence in me to constitute me your representative, I beg to assure you that my best services will be freely given."

The *Providence Journal* says:—

"It *may* be that he who has been called 'the great shoemaker,' has made one shot to good purpose; and that his tower in Worcester has been witness to a bigotry as undiscerning as that displayed towards Galileo in the tower of Pisa.

"Whatever obscurity rests upon the subject, Mr. Paine has plainly declared that he has discovered water to be an elementary substance; that oxygen is the union of *positive* electricity with water; and that hydrogen is the union of *negative* electricity with water. If this discovery is real, and can be proved by a series of independent experiments, the importance of it is apparent even if no practical results flow from it immediately. It will at once disclose the sources of error in the commonly received theory and put it to rest forever. It will show a remarkable analogy between the two gases and steam, the latter being formed by the union of water and caloric. It will establish on a firm basis the theory of two electricities as propounded by Dufay, and demolish that of Franklin. It will show that the combustion of the two gases by the cou pound blow pipe is simply the re-union of the two electricities while the water is passing of in steam to be set free on the loss of its heat; it will cause chemistry to yield up some of its most cherished theories, and assume a simpler form of expression; a revolution not exampled in other sciences."

MILITARY CATECHISM.—Ensign Pope, late Adjutant of the Reserve Battalion, 44th Regiment, has hit upon an admirable expedient for inducing Officers to acquire a knowledge of the various Military works connected with drill and discipline, including the Regulations, Finance Warrants, Mutiny Act, &c. He has devised and published a series of apposite questions, *without the answers*, leaving the latter to be supplied by the student.—The scheme is excellent. Every Officer and Non-Commissioned Officer should possess, and study, this catechism.—*United Service Gazette.*

COMMERCIAL.

BRITISH COLONIST OFFICE, TORONTO,
Thursday, P.M., June 20, 1850.

In Flour no transactions have taken place since our last publication, as holders are waiting the receipt of the steamer's news now due. Our market continues to be well supplied, and prices remain unchanged, those given in our last being still the ruling prices. To-day we were visited by a severe thunder storm, and a heavy fall of rain, which, although coming rather late to be of any material service to most crops, especially to the grass crop, will, nevertheless, we hope, be of much benefit to the country. The steamer *Western Miller* arrived in this City, on her return trip from Halifax, yesterday morning with a cargo of sugar and fish. The thermometer stood to-day at 88 in the shade.

TROY DAILY WHIG OFFICE,
June 21, 1850.

The city trade and the demand for the east continues fair, with sales of Troy at 5¾ for common, and 6⅝-8 for extra; 5 44 a 5 62 for common State, and 6 37 a 6 87 for pure Genesee.

A good article of Genesee Wheat will command 1 40, and Western mixed Corn 60c. Oats are dull, and may be quoted at 46 a 47. Our dealers have been waiting the news by the steamer.

PORT OF MONTREAL.

CLEARED,
June 25.

Brig Mary, John Shaw, Quebec, J R Orr, ballast
Bark Caraza, A. Ritchie, Aberdeen, J Gordon & Co, Sons.

THE QUICKEST TIME ON RECORD.

WONDERFUL EFFECTS OF
RADWAY'S READY RELIEF,
FOR CURING DIARRHŒA.

JAS. STEWART, at Head Quarters, Bonsecours Street, has been complaining of Diarrhœa for several days. On Thursday, the 13th instant, he was quite unwell; had constant Diarrhœa upon him; felt pain in the region of the Stomach; Heaviness, Cold Chills, Sick, Drowsy, Mopish, Low Spirits, and Sleepy. He was recommended to take a few drops of RADWAY'S READY RELIEF—he took 25 drops—it instantly operated like a charm. In an instant the pain was gone—Cold Chills and Heaviness, Drowsiness and Torpor, gave place to a genial warmth of the system, and a happy flow of spirits.

IN FIVE MINUTES
HE DANCED A JIG.

For he was completely cured.

Let all who suffer pain in any form, whether it be RHEUMATISM or DIARRHŒA, Pains in the Bones or the Bowels, CRAMPS, SPASMS, STRAINS or SPRAINS, Weakness, SOUR STOMACH, HEART BURN, SWELLINGS, HEAD ACHE, TIC DOLOREUX, TOOTH ACHE, Salt Rheum, Ring Worm, Rash or Tetter, use Radway's Ready Relief, either externally or internally, and we will warrant them a safe, speedy and effectual cure.

I certify that the above statement is correct.
W. L. STEWART.

I saw the said James Stewart take Radway's Ready Relief, and witnessed the remarkable effects it had upon him.
(Signed) W. STEWART.

Radway's Ready Relief is Sold by WM. LYMAN & CO., ALEX. URQUHART, DR. PICAULT, and R. W. REXFORD.

June 14. 130-1m

The *Transcript* will please copy for 1 month.

NOW OPEN AT
ODD FELLOWS' HALL,
GREAT ST. JAMES STREET,
BARTHOLEMEW'S
GREAT HISTORICAL MOVING PANORAMA
OF THE
CITY OF EDINBURGH AND ITS ENVIRONS,
AND
VOYAGE TO SCOTLAND.

OPEN EACH EVENING at SEVEN o'clock, commencing at EIGHT o'clock. Also on WEDNESDAY and SATURDAY AFTERNOONS, at THREE o'clock.

Admission 1s. 3d.

N. B.—For Synopsis of Scenery, see Small Bills.

J. P. MOORE,
Director.

Montreal, June 26, 1850. 140

MEDICAL HALL.

JUST RECEIVED:—
Clark's Adhesive Plaster
Radway's Ready Relief
Radway's Circassian Balm
Radway's Medicated Soap
Thompson's Eye Water
Fig Paste, in boxes
—ALSO,—
Hooper's Inspipated Juice, or Fluid Extract of Cotyledon Umbilicus.
ALEX. URQUHART.

Montreal, June 26, 1850. 140

JUST RECEIVED BY EXPRESS:—
Godey, Graham and Sartain for July
Littell's Age, No. 319
British and Foreign Medical Review, No. 10
Farmers' Guide to Agriculture
Soyer's Housewife
Sabbath School Journal, No. 13
Youth's Penny Gazette, No. 14
R. W. LAY,
American Periodical Depot,
Opposite Recollet Church,
Notre Dame Street.

June 25. 139

FOR BELLEVILLE AND OTHER PLACES ON THE BAY OF QUINTE.

THE Steamer *GILDERSLEEVE*, R. GILSIN, Master, will leave CANAL BASIN, Wellington Street, in front of Subscribers' Stores, on every WEDNESDAY, at 1 o'clock, P. M., and LACHINE on arrival of the Cars, which leave Montreal at 4 o'clock.

For Freight or Passage, apply to Captain, on board, or to
H. JONES & Co.,
Agents.

Montreal, June 25, 1850. 139-tu,sr

FOR KINGSTON, TORONTO & HAMILTON

THE Steamer *SCOTLAND*, Captain STICLAIR, will leave the CANAL BASIN, on WEDNESDAY EVENING, the 26th instant, at SIX o'clock, for KINGSTON, TORONTO and HAMILTON, touching at intermediate Ports, (Weather permitting.)

For Freight or Passage, apply to
JOHN KER,
Canal Basin

Montreal, June 25, 1850. 139

SAGUENAY.

FROM the FIRST JULY next, the *ROWLAND HILL* will make TWO TRIPS a week, to RIVIERE DU LOUP, and one trip a week to SAGUENAY, should sufficient encouragement offer.

R. J. MORGAN.

June 17. 132

TO SHIPPERS OF GOODS TO CANADA WEST.

THE Undersigned hereby give NOTICE, that ORDINARY STEAM-BOAT BILLS OF LADING will be signed for GOODS SHIPPED by their STEAMERS, and that no other FORM of VOUCHER will be granted.

(Signed) MACPHERSON, CRANE & Co.
HOOKER & HOLTON.
H. JONES & Co.
DAVID TORRANCE.

Montreal, June 4, 1850. 121-1m

FOR LIVERPOOL.—The Fine A 1 Copper-ed and Copper-Fastened Brig "ENGINEER," Captain SELLARS, is now loading for the above Port, and having part of her Cargo engaged, will have quick dispatch.

Apply to the Captain, on board, or to
LEMESURIER, ROUTH & Co.

June 18. 133

REGULAR TRADER FOR LIVERPOOL.—The fine new A 1 fastening Bark "GIFT," Capt. WILLIAM GRAY, will be ready in a few days to take in Cargo for the above Port.

For Freight or Passage, having superior accommodation, apply to Captain GRAY, on board, or to
LEMESURIER, ROUTH & Co.

May 30. 117

PLEASURE BOAT FOR SALE.

FOR SALE.—A fine Clinker-Built PLEASURE BOAT, suitable for Rowing or Sailing, carrying four Oars and two Sails, with Rowlocks complete. May be seen at "FAUCHE'S FERRY," foot of Jacques Cartier Square.

J. G. SHIPWAY.

June 12. 128

BY TELEGRAPH.

VIA MONTREAL AND HALIFAX.

The Steamship *Niagara* arrived this morning, and sailed at 8 o'clock for Liverpool on the 19th instant, so that she has been made in less than [illegible] days a week later than those by the previous vices. Cotton all below, fair declines [illegible] dull; sales 25,000 bales—speculation 6000. Flour dull at 27s. @ 24s. [illegible] 1s. @ 1s. 6d. Beef and Pork [illegible] business. Bacon receded [illegible] ness. Shoulders in good demand [illegible] and receded. Sugar, the tariff of the Expedition stopped the advance. [illegible] Market in good demand, at about [illegible] last week. Coffee. Native Ceylon [illegible] 46s., had receded. Tobacco [illegible] mand—prices very fair. Ashes [illegible] Money Market, easier rates. Consols [illegible] 97¼. From the Manufacturing Districts [illegible] counts are improving.

No English news transpired.

LAND AGENCY,
AND
OFFICE OF INTELLIGENCE
No. 67, Commissioners Street,
(Opposite the Steamboat Landing Place.)

THE Subscriber having resided [illegible] Canada, and being intimately acquainted with the different Districts of the Country, his services to STRANGERS arriving, solicits the patronage of LAND PROPRIETORS in facilitating the Sale of their Property. The Subscriber has discharged the duties of LAND and EMIGRATION AGENT for 18 years, during 8 years of which he was in Government employ; and, from his present experience, hopes to be able to give ample satisfaction to such as may honor him with their confidence.

A REGISTRY of LANDS for SALE, FARMS to be LEASED—and a list of HOUSES for SALE or to LET in MONTREAL, will be kept for the accommodation of the Public.

Charges moderate.

Montreal, June 24, 1850. JAS. ALLAN. 136-1m

J. PARKIN'S
NEW LACE & EMBROIDERY ESTABLISHMENT
114½, NOTRE DAME STREET
NUNS' BUILDINGS,
(*Next Door to J. & T. Bell's Boot and Shoe Store.*)

J. P. begs most respectfully to inform the Ladies of Montreal and the Inhabitants generally, that he is in receipt of a Choice Assortment of the NEW LACE and MUSLIN SLEEVES, Entredeaux and Trimmed LACE, and MUSLIN COLLARS, HABIT SHIRTS, CHEMISETTES, &c., &c., &c., together with a Superior Assortment of HOSIERY, GLOVES, RIBBONS, FLOWERS, HANDKERCHIEFS, LAPPETS, VEILS, &c., which will be submitted at the lowest possible remunerating prices.

N. B.—Please observe the address.

J. PARKIN.

June 4, 1850. 130

SPANISH QUARTERS.

THE Subscribers have just received a large assortment of the best London-made HAIR BRUSHES; also Nail, Tooth, Shaving and Flesh Brushes.

LUBIN'S PERFUMES
ENGLISH PERFUMERY and SOAPS
Fine TURKEY SPONGES, &c.

Together with a new supply of Fresh DRUGS and CHEMICALS.

N. B.—Spanish Quarters taken for Lubin's Perfumes.

S. J. LYMAN & Co.
Chemists and Druggists,
Place d'Armes.

June 24.

FIRE!

THE Subscriber offers for SALE at the MANUFACTORY, Small PORTABLE FIRE-ENGINES on Wheels—warranted the best article of the kind in Canada—and at the following exceedingly low prices;—

£6	0	0
£12	10	0
£15	0	0
£20	0	0
£25	0	0 and upwards.

The ENGINES are complete, with SUCTION and LEATHER HOSE. (Oak Panned Leather) HOSE-REELS, and FIRE-BUCKETS.

ALFRED PRICE,
Craig Street.

June 24, 1850.

BOARD OF
FIRE ASSURANCE COMPANIES' OFFICE
No. 10, St. Francois Xavier Street.
MONTREAL, 19th June, 1850.

AT a SPECIAL MEETING of the Board held at their OFFICE THIS DAY, for the purpose of enquiring into the origin of the fire which desolated Grifintown, on Saturday last, the following Resolution was unanimously adopted, viz.:—

That, taking into consideration the Fire which occurred in the St. Ann's Suburb, on Saturday last, which was rendered so truly calamitous by the number of Wooden Buildings, and the combustible materials of which the roofs were generally made, it is the duty of this Board, in the practicable way, to discountenance the erection of any kind of Wooden Building, or the Covering of Buildings with Wood in every part of the City and Suburbs, and, unless these views are attended to, the Assurance Companies of Montreal will be compelled either to reject such Risks altogether, or to make a further increase on the Rates of existing Tariff.

By order of the Board,
WILLIAM STEWART,
Secretary and Treasurer.

June 22, 1850.

BRITISH AMERICA FIRE, LIFE AND INLAND MARINE
ASSURANCE COMPANY,
Incorporated, 1833.—Capital, £100,000.

The Branch House of Business of this Corporation is No. 10, St. Francois Xavier Street,
(*2 Doors South of Notre Dame Street, Montreal.*)

WILLIAM STEWARD, MANAGER.

WM. STEWARD is authorized to INSURE PROPERTY of every description, in TOWN or COUNTRY against ACCIDENTAL FIRE; also, STEAMBOATS, SAILING VESSELS, and their FREIGHTS or CARGOES, to or from WHITEHALL, the UPPER LAKES and the LOWER PORTS.

Liberal Adjustment and Prompt Settlement of all Claims guaranteed by a large paid-up Capital invested at interest in the Province, and a numerous body of the most influential men in Canada, who are interested as Stockholders and