copied or enjoyed by them, from irregular and injury.

An Act for the protection of the lands and property of the Indians in Lower Canada.

An Act to amend the Act relating to the Trinity House at Montreal.

The following Bills were assented to by His Excellency the Governor General, on the 24th July, 1850:—

An Act to facilitate Reciprocal Free trade between this Province and the other British North American Provinces.

An Act to alter the rate at which certain Silver Coin shall be a Legal Tender.

An Act to encourage Emigrants from Europe to the United States to use the Saint Lawrence route.

An Act to facilitate the admission of Evidence of Foreign Judgments and certain official and other documents.

An Act to amend and to continue as amended the Laws regulating the Inspection of Flour and Meal.

An Act for making one uniform provision, respecting certain Official and other Oaths to be taken in this Province, and for other purposes therein mentioned.

An Act to extend the Acts for the formation of Companies for constructing Roads and other Works, to Companies formed for the purpose of acquiring Water of like nature.

An Act to revive and continue for a limited time an Act making provision for a Geological Survey of this Province.

An Act to extend certain Provincial Acts to Foreign Merchant Vessels, when within this Province.

An Act for the better establishment and maintenance of Common Schools in Upper Canada.

An Act to amend the Law relating to Slander and Libel.

An Act to amend the Law respecting the Office of Coroner.

An Act for rendering a Written Memorandum necessary to the validity of certain promises and engagements.

An Act to amend an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled, "An Act to prevent the unnecessary multiplication of law suits and increase of costs in actions on Notes, Bonds, Bills of Exchange and other Instruments."

An Act for the protection of Mill-Owners in U. C.

An Act to alter and amend the Act requiring Mortgages of personal property in U. C. to be filed.

An Act to remove an error in the Act, dividing the County of Berthier into two Municipalities.

An Act to divide the County of Huntingdon into two Districts for the Registration of Deeds.

An Act to transfer to the Municipal Council of the Municipality of the Town of Three Rivers, the administration of the Common of the said Town, and for other purposes.

An Act to extend the period for the Election of Commissioners under the Act for the improvement of the River de Chêne.

An Act to incorporate the Hamilton Gas Company.

An Act to empower Municipal Corporations to subscribe for Stock of the Great Western Rail Road Company, or otherwise to aid in completing that undertaking.

An Act to extend the time for paying up the increased Capital Stock of the Bank of Upper Canada.

An Act to amend an Act intituled, "An Act to Incorporate "*La Société St. Jean Baptiste de la Cité de Québec.*"

An Act to authorize the Company of Proprietors of the Champlain and Saint Lawrence Railroad to extend the said Road and for other purposes.

An Act to amend the Ordinance incorporating "The Advocates Library at Montreal."

An Act to incorporate the Quebec Workmen's Benevolent Society.

An Act further to amend an Act to incorporate the St. Lawrence and Atlantic Railroad Co., and other Acts relative to the said Company, and to extend the powers of the said Company.

An Act to relieve Ministers of the Wesleyan Methodist Church in Canada from the obligation to obtain Special Information in Order to keep Registers of Baptisms, Marriages and Burials in Lower Canada.

An Act to extend the period limited for certain purposes in the Montreal Registry Act.

An Act to remove doubts as to the right of the Crown to recover costs in certain cases in Lower Canada.

An Act to oblige the Trinity House of Quebec to place Buoys to mark the shoals in the North Channel of the River Saint Lawrence, and to facilitate the Traverse from Cape Tourmente to Isle aux Coudres.

An Act to amend the Act to Incorporate the Canada Agricultural Society.

SECRETARY'S OFFICE,

Toronto, 10th August, 1850.

His Excellency the Governor General has been pleased to make the following appointments, viz:

The Honorable Francis Hincks, to be the Crown Member and Chairman of the Endowment Board of the University of Toronto, and Upper Canada College and Royal Grammar School.

Angus Stuart Macdonald, of Cornwall, to be Clerk of the County Court of the United Counties of Stormont, Dundas and Glengarry, in place of George Anderson, Esquire.

The Reverend Frederick Meek, to be an associate Member of the Board of Trustees, for Superintending the Grammar Schools of the United Counties of Essex, Kent, and Lambton.

The Reverend Alexander Mann, to be an associate Member of the Board of Trustees, for Superintending the Grammar Schools of the United Counties of Lanark and Renfrew.

ENGLAND.

Every berth in the Atlantic has been taken for the 21st of August. Jenny Lind positively sails in her.

The exciting topic in the British House of Commons, continues to be the admission or non-admission of Baron de Rothschild to his seat in Parliament. On Thursday evening, the debate was again resumed, but on an intimation from the Attorney General that he had some definite resolution to propose, the further discussion of the question was farther adjourned. In the course of the sitting, the Attorney General gave notice that he would on Monday next move the two following resolutions:—

1st, That Baron Rothschild is not entitled to vote in this House or to sit in this House during any debate, until he shall take the oath of abjuration in the form appointed by law.

2d. That this House will, at the earliest opportunity in the next session of Parliament take into serious consideration the form of the oath of abjuration, with a view to relieve her Majesty's subjects professing the Jewish religion.

The announcement of these resolutions was received with much indignation by the House, and in political circles it is anticipated that the government will be thoroughly beaten on the resolutions.

A serious forgery on the Austrian Bank of Vienna has just been discovered in London. It appears that a person named Hill has been apprehended with forged notes on that bank to the amount of £14,000.

A man named Jones has been brought up at the London Police Office for having in his possession a letter threatening the death of Lord John Russell. The fellow says the policemen that he found the letter, in the most possible circumstances tending to be, that he connected it with the view to a little money, and

Lord Troughton is to be created an Earl, with the revision of the title to his brother.

The Morning Advertiser says:—"A strong Protestant cabal or a very strange combination seems to be formed between Greenock and New York, by a line of army transports, the property of Greenock owners."

The recent victory of the Diet over the Schleswigers has given fire to the discussion in the London journals. The Times and Post defend the pretension of Denmark, and are high in their praise of this last crusade against the ancient liberties of lower Germany; whilst the Chronicle and Daily News warmly espouse the cause of the Duchies, speaking of the attempt in the former paper, in the following terms:—

"It is with humiliation that we see English influences at work to involve our own country actively in this quarrel, and that on the wrong side. Their object is to alter the views of Austria and Russia in the deliberations of the conference on the Danish question, which resumed its delibera-

this day. Prussia has, in the last hour, given signs of a disposition to recede. Prussia has refused to have part in the project of the conference, and withdrawn its envoy from Frankfort, rather than acquiesce in the design of Austria to reconstitute on the old footing, the central diet, blown to the wind by the revolution of 1848. Upon this attitude, so tardily assumed by Prussia, repose the last hope of the friends of constitutional government to see that power interpose itself severely between the liberties of the Duchies, out of Germany, and the unreasoning sabre sway of which Russia and Austria are the champions. The allied journals embrace the moment of the conference resuming its deliberation to wheedle the government of Prussia into subjection to the reconstruction of the Germanic confederation on the absolutist principles of 1815, and the sacrifice of the Duchies to the uncontracted will of the King of Denmark, or his master, the Czar."

THE EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN.—The British Admiralty have given notice of the arrival on Thursday of intelligence from Captain Austin and the English and American squadron sent in search of Sir John Franklin. Captain Austin, on board of the Endymion, transport, left Whale Fish Islands on the 23rd of June, "all well; perfect in every equipment, the steamers having six weeks coal on board.

The day after Capt. Austin sailed, the American expedition, consisting of two schooners, arrived at the Whale Fish Islands, and sailed to the northward on the 29th. "All well."

The season for exploration was considered fairly opened, but no intelligence has yet been received of the missing vessels.

The celebrated Liebig is about to visit the United States, for the purpose of lecturing on Chemistry.

An awful railway collision occurred on last Thursday at Glasgow, by which a number of persons lost their lives.

FRANCE.

WEDNESDAY.—The Danish Ambassador has had several interviews with the President of the Republic. It is said that the French Government are in conjunction with England and Russia, pressing negotiations in order to terminate the difficulties between Denmark and the Duchies by a treaty.

In the Assembly, the minister of finance announced his intention of withdrawing the authorization, giving a forced circulation to the notes of the Bank of France.

The bulk of the moderates are said to be getting tired of the sway of Louis Napoleon, and the belief gains ground that when his term of office ceases, in 1852, he will be succeeded by the Prince de Joinville.

Paris is full of the secret Cabals of both factions.

The French Railways are represented to be in a deplorable condition.

THURSDAY.—An extraordinary courier arrived with despatches from Germany touching the Danish question.

The King of Bavaria was shortly expected in Paris, en route to England. He travels incog.

The wheat harvest has been very early.

The committee in the Assembly have reported against the motion allowing members of the Assembly resident in Paris during the prorogation, to take part in the sitting of the committee of permanence.

DENMARK AND THE DUCHIES.

The Schleswig government has issued a proclamation in which it declares that its army, though compelled to fall back, is not beaten.—The courage of the army is undiminished, and the troops stand prepared to renew the fight.—Nothing is yet lost, and the fatherland expects that every man will do his duty.

There has been no change in the relative positions of the hostile forces since the 27th. The Danes remain at and about Tropp, and the Holsteiners behind this Wattenser, at Schwoll, at the junction of the Eyder with the Holstein Canal.

The Holsteiners are making every effort to bring up their army again into condition to recommence operations, and every battalion of the reserve has been called in. Martial law has been proclaimed for the Duchy of Schleswig.

A fleet of eighteen men-of-war lies before the harbor's mouth at Kiel.

PRUSSIA.

Prussia has recalled her Envoy from the Conference at Frankfort. This step will have the effect of weakening the growing forces of Austria in Germany. While Austria is desirous of blotting out from the recollection of the people the stirring transactions of the past two years, Prussia, on the other hand, appears disposed to allow the people the benefit of their liberal institutions, which late events have given birth to. The withdrawal, therefore, of her Envoy from this Conference, is calculated to perplex both Austria and her confederates.

AUSTRIA AND HUNGARY.

The raise of siege at Vienna and Prague is to be abolished on the 15th of August.

There is a repetition of the report from Vienna, that a general amnesty will shortly be given to all the Hungarian prisoners now confined.

RUSSIA AND TURKEY.

It is reported that the Russian government has addressed a circular to all its agents at foreign courts, in which it is declared that the connexion which the Duchies strive to establish between Schleswig and Germany, is in opposition to the treaties of 1815, which the Czar is resolved to maintain. If this report proves correct; this is the first open step taken by Russia in support of Denmark.

MARKETS.

MONEY MARKET.—Money continues abundant, and discounts easy. Consols closed Wednesday at 97. Thursday and Friday, at 96 9-4. Bullion in the Bank, about 16,000,000. American stocks steady, but business rather limited.

FLOUR.—Wheat quiet, without change in value. Corn further declined 6d. per qr. Provisions—Beef, an improved inquiry. Pork—old and new slightly advanced. Bacon—A fair business at full prices—shoulders wanted. Hams neglected. Lard—Small sales, at barely previous prices. Sugar—Good demand, at 6d. advance. Coffee—At Liverpool the market was steady, but wi hout animation. At London, on Friday, prices were steady, and rather dull.

LONDON MONTHLY TOBACCO REPORT.—Sales last month, 13.0 hhds. The general character of the market is that of increased firmness, and prices for some descriptions present an upward tendency, especially Virginia, for which higher rates have been submitted to, and a further advance demanded.

There is an increased activity in the manufacturing districts at Manchester. On Thursday there was an active inquiry for yarns, and the improved quotation of Tuesday, consequent on the Europa's advices, could be obtained without difficulty.

The demand extends to yarns of almost all qualities. Cloths have partaken only to a degree, of the improvement of the yarns, but there is more business doing, and the description of goods suiting the market go off at a slight advance.

From the woollen districts of Yorkshire, employment is good, and a profitable autumn trade is anticipated.

Miscellaneous.

Tramping, or vagrant legislation, relieved at night by the Union houses, has been nearly put an end to in England by enforcing two rules; one that no beggars shall have lodgings without first undergoing purification with soap and water; and the other, that their clothes should be searched for hidden coin. In a single day after the change of regulations, the applications for night relief fell off one-half.

We perceive that Mrs. Fanny Kemble Butler has commenced giving readings in Shakspere, at the St. James Theatre, London.

The Ministerial White Bait Dinner took place on the 2d of August.

The Count of Paris has taken his first communion, (at the French Chapel, Portman-square, London,) administered by Dr. Wiseman. A brilliant retinue of the exiled Count was present.

An Italian and a Freedsman, who had just returned from California, with $15,000 in gold dust, were recently robbed in London, while they were "spreeing it" at Vauxhall Gardens.

Mummies in Australia are talked of in London.

The great hall of Nineveh, excavated by Dr. Layard, is on its way to England.

An Irish passenger, speaking of the people of Enniskillen, says: "God is not in their ways. They are worse than Sodom and Gomorrah."

THE COURIER.

MONDAY, AUGUST 19, 1850.

England.

The information received from Ireland by the *Pacific* respecting the progress of the potato disease, lessens the fears which previous intelligence created. We advert to the fact, and subjoin the following particulars, because in Lower Canada serious apprehensions have been felt by the agriculturalists, that they were again to be deprived of the potato. The fields, in many sections, exhibit evidence of being attacked by the disease, the stalks having become discolored, and the leaves withered, but the instances are rare where the tubers are affected. In Lower Canada the potato is not of that primary importance and vital necessity as an article of food, that it is in Ireland; nevertheless, its cultivation has become as extensive, and forms so necessary a feature in the systematic cropping and renewing of worn-out land, that a failure this year, following upon the disasters of former years, would be sensibly felt. It is, therefore, with deep satisfaction that we learn that the alarm created in Ireland, for the safety of the crop, is subsiding, and the careful investigations instituted by the Government, through the medium of the constabulary force, supply ample evidence to disprove the speculative rumors of the potato failure:—

THE POTATO DISEASE.

(Correspondence of the Morning Chronicle.

DUBLIN, July 27.—I have taken much pains to ascertain the real state of the case about the Potato crop, and I am convinced that there has been a most cute extent of exaggeration in the published accounts of the ravages of the disease. Indeed, it may well be doubted whether the old blight has actually appeared at all, unless in a form so mitigated that its progress need excite no alarm for the safety of the crop. I have now some fifty or sixty accounts before me from all parts of the country, including those districts in the south, west, three or four days since, the blight was described as almost universal, and it is stated that the tubers are quite sound, and that in many cases the stalks, supposed to be affected, are again assuming a healthy appearance. I understand that the reports received by the Government, through the constabulary department, are of the most encouraging kind. Major Freestyn, the deputy-inspector general of Police, after a tour through the South and West, has awarded an official report to the Government, in which he states that the Potatoes are everywhere good—that he met with fields where the stalks were broken and withered, from the effects of high winds, but the roots were perfectly sound. Other official reports state that there has been a general blackening of the leaves in some districts, from some cause or other, but that the suspicious symptoms are disappearing since the late rains. The Donegal report intimates that "the potatoes which had lately present an appearance of blight have recovered, and fresh leaves are appearing." The Monaghan report states that there is no disease whatever, and that there never were finer prospects of an abundant harvest.

In Armagh the reaping of barley is general, and wheat, oats, and potatoes promise large and sound crops. In the market of Armagh supply of potatoes is so abundant that they can be had for 2d. per stone.

The *Limerick Reporter*, which had such gloomy reports of the blight last week, now states that potatoes supposed to be diseased are recovering.

The Cork Examiner gives accounts from all parts of the Counties of Cork, Kerry, Limerick, and Waterford, which concur in stating that there is yet no real potato disease, and that the prospects of the harvest are most cheering. To crown all, some of the Provincial journals, which reported a serious blight in the wheat crop, now declare that that crop, in general, is sound, and promises a good produce. Confidence is rapidly reviving among the farmers, with the hope of a return to abundance.

The New York *Evening Post*, one of the ablest of the New York Press on the Free Soil side, comments in indignant terms upon a recent development of the working of Slave institutions. Accepting the facts set forth as undeniable, surely the better-hearted and high-minded Slave-owners must feel grieved that men should be found so callous to every instinct of humanity as to invoke so ungenerously the power of a law evidently perverted from its legitimate purpose:—

"The family of a respectable black man in Washington, of the name of Williams, who has successively been the coachman of Mr. Polk, Gen. Taylor, and Mr. Fillmore, were suddenly carried off, consisting of his wife, three daughters, and three grand-children, by a negro dealer, to Baltimore, in order to send them to New Orleans. His grief was intense almost to insanity; we have been informed from a quarter bitterly hostile to abolitionism; and we may presume the sorrow of those who were torn from him to have been as acute. It is this disruption of family ties which, more than any thing else, makes the African Slave Trade detestable and infamous; and, in cases of this kind, the domestic Slave Trade is as atrocious as the African."

When such deeds are perpetrated in Washington with impunity, without a word of indignant remonstrance on the part of an insulted public, we may picture to ourselves the crimes committed in the dark recesses of Georgia, where no Press dare speak—no sympathizing Christian dare act.

The last news from Washington confirms our predictions, that the California question would be speedily settled. On the 13th instant, the Senate, by the decisive vote of 34 yeas to 18 nays, passed a Bill providing for her admission into the Union. When the House next goes into Committee, it will probably take up the Bill.

Kossuth has addressed a letter to General Cass, thanking him for his speech on behalf of the Hungarians. The imperfect English, in which he embodies his sentiments, scarcely impairs the peculiar beauty of his language.

A dwelling house at Cote des Neiges, belonging to Paul Simeon, we believe, was destroyed by fire on Thursday morning. There was no insurance. The accident was occasioned by the common trick of placing wood ashes near combustible matter.

THE COURT HOUSES.—It was reported in town on Saturday that the erection of the new Palais de Justice is to be proceeded with forthwith, and that Mr. Ostell is the successful competitor among the many Architects who sent in their plans to the Board of Works.

RUSHED BUSINESS.—Some time since we called the attention of the Civic authorities to the ruinous and dangerous state of several buildings in this city, among the most prominent of which are Donegana's old Hotel, the Market House used as a Parliament House, and some old walls and chimneys in Sanguinet Street. A few days ago a contemporary noticed the fact that a heavy stone had fallen from the cornice of Donegana's Hotel, and narrowly missed crushing some American gentlemen and ladies who were in the act of passing underneath. The neglect on the part of the Corporation to enforce the pulling down of these ruins, is disgraceful; but we beg to remind the proprietors of those buildings, that they are liable to be tried for manslaughter should any one unfortunately be killed in consequence of their neglect to remove the ruins; and we believe that the Corporation is equally liable to an action for damages. It really does seem as if this latter body does not possess one grain of common humanity or consideration for the lives and comforts of the citizens.

We are indebted to the attentive Agents of the Vermont Central and Rutland & Burlington Railroads for late Boston papers.

We take the following from the *Traveller* of Friday:—

Joy Turned to Sorrow—Thirteen Lives Lost.

LYMFIELD, Aug. 15, 1850.

MESSRS. EDITORS,—A very painful casualty occurred this afternoon in the Suntang Lake, in this town. A party of a hundred, or a hundred and fifty persons, from Lynn and Saugus, came here on an excursion of pleasure. After having taken their dinner in pic-nic style, in the beautiful grove which skirts the Lake, they obtained a rude boat, and amused themselves by crossing around the shores and the Island in the pond. Several different companies of the party had made excursions in it with safety, but the last company met with a most terrible catastrophe. Twenty-five persons were on board the boat when it left the shore. As they approached the Island, the pad le threw some water on one side the deck; the company then passed to the other side; this caused that side to be wet, they then crossed back again. This was done several times. By this sudden change of position, they set the boat rocking. Some of the party becoming frightened, got up on the seats; this made the boat dip more, they now became panic-stricken, and as one side went down into the water, some of the passengers sprang upon the wheel-house, which was in the centre of the boat, when, quick-tumbling, the boat was completely over, and bottom up. Mr. Jonathan Tarbox succeeded in getting on the bottom of the boat, and, though he could not swim, he succeeded in saving a number of lives. A man and boy, who could swim, stripped themselves and swam to the shore. Although the boat was near the shore, in a quiet cove of the Island, thirteen lives were lost!!

The boat was constructed by covering two dories with a deck, and placing a paddle worked by a hand-crank between them.

The person who engaged the boat was told that it was safe for fourteen persons. I have been told that thirty persons have made excursions in it at once with safety, and this party would have at once with safety, and this party would have done it, but they had kept still. It was the unnecessary rocking which led to this calamitous result.

The names of those who were drowned are as follows:—Robert Shirtleff, and his wife, Elizabeth Shirtleff. They had been married but a short time. Catherine L. Adams, Mrs. Mary Howard, Mary Augusta Howard, two children of Mr. Ephraim Brown, Mrs. Mehitable Alley, wife of Mr. Jacob Alley, Miss M. A. Johnson, Miss Young, daughter of Mr. Washington Alley, Maria Young, two children of Mr. Joshua Garland. Their bodies were all found.

B.

MONKLANDS.—Mr. Compain appears indefatigable in his efforts to provide amusements for the frequenters of his beautiful grounds.

A hurdle race will take place at three o'clock, this afternoon, Monday, for a sweepstakes of £3 each, p p, to which will be added £20. Gentlemen riders. Weights, 12 stone 8 lbs. Distance, two miles.

None but Subscribers to the amount of £1 5s. can enter.

In the evening there will be dancing, and a great display of Fire-works.

THEATRE ROYAL.—MOns. Adrien, the great Magician, will give another of his wonderful performances this evening, introducing some entirely new features.

In addition to the performances of Mons. Adrien, Mr. Gilbert De Florence, the celebrated Chinese Juggler and Wire Dancer, will appear and go through his wonderful and astonishing feats, which were received at the Odd Fellows' Hall some few weeks since with such rapturous applause; also at the National Theatre, Boston. This will certainly prove one of the greatest attractions which has been offered to the Montreal public for some time.

Northern Railroad & Rouse's Point Bridge.

(From the St. Lawrence Republican.)

The Senate Committee on Railroads, Hon. George Geddes, chairman, and Hon. William A. Duer and Hon. Robert Owen, Jr., members, by order of the Senate, have ventured into our sequestered region to examine the question of a railroad connection at Rouse's Point, between the Ogdensburgh and Canada Railroads, and the Vermont Railroads by means of a draw-bridge over the outlet of Lake Champlain.

The committee have patiently examined the premises in person, and have taken in writing all the testimony offered by all parties.

Whatever be the conclusions of the committee, it is gratifying to have so much notice taken of our section.

We learn that the committee visited the Chambly Canal, and the draw-bridge of the Montreal and Portland Railroad, over the same waters proposed to be crossed by our bridge.

We cannot help believing that every member of the committee is fully satisfied that our bridge would be far less obstructive to Navigation with Canada than the railroad bridge now in operation at Belœil.

Our opponents urge that the proposed bridge, on our side of the Canada line, is some obstructive, especially in high winds, and that state policy should not sanction the measure. In other words, that the Ogdensburg Railroad must go to Canada for more liberal facilities of crossing waters than the State of New York can afford to give.

The motive of all opposition to the Rouse's Point bridge, is based on narrow and selfish grounds. In the present state of the contest, it does not avow the real objects, but puts the issue simply on "*Obstruction to Navigation.*" Formerly, the real objects have been boldly avowed.

First and foremost, was the effort to stay prejudices of all other sections, against "Boston Yankees," who, it alleged, were plotting, not only to take the trade of Northern New York from Hudson River markets, but also, the trade of the great west was to be diverted from our central canals and Railroads, to the Ogdensburg and Eastern markets, simply by our single track railroad, and a dry connection with Vermont roads crossing mountain summits, with their long grades of fifty and sixty feet per mile.

The total tonnage passing to and from the western lakes, viz. Erie and Oswego canals, and our central railroads, is about 2,000,000 tons annually. The Ogdensburg Railroad, according to the much abused pamphlet of Hon. James G. Hopkins, expects to take about 50,000 tons of this freight—say one-fourth of the annual increase. We think Mr. Hopkins underrates this branch of business of our Railroad. For an average of five years, it will, in our judgment, reach 75,000 or 90,000 tons, annually—bridge, or no bridge. But we deny that half this tonnage will pass by railroad over green mountain summits. Passengers and light freight may go that way, but all heavy tonnage, in season of navigation, will take Lake Champlain, as the great mart of America. Reasonable business men can doubt this position? Impossible!

The next, and most influential argument against the bridge crossing, has been the "vested" rights of dock owners and vessel owners on Lake Champlain. This claim insists, that a bridge crossing, saving expense, delay, and damage of transferring property and passengers to and from lake vessels, would take business to the Vermont railroads, which, without a bridge, would pay some profits to take our route. This assertion, if true, is probably three-fourths the tonnage of the Ogdensburg Railroad, in season of navigation, will always take the Lake Champlain and Hudson, or Troy and Albany, and that the light freight and passengers, which the bridge would take over in January, would not exceed the actual increase of business afforded by the facility of our railroad and this connection. Stopping the bridge, on this ground, is only a dog in the manger argument.

We know our friends at Plattsburgh and several other localities, are very sensitive on this point. But, if they would turn their energies to building a good railroad from Plattsburgh to Rouse's Point, forming a direct line to Montreal, and giving them the benefit of the bridge, for winter business, it would be far more profitable, than "fighting the bridge."

It has been urged strongly by Troy opponents that public policy, regarding canal tolls and business of New York city, required opposition to a rival connection between the Ogdensburgh Railroad and Vermont Railroads. This argument is the most specious and unsound of all. Yet it has been potently used against our section. Notwithstanding the able report, in 1841, on this subject, by the senator from New York city, John Mr. Lawrence, certain localities have appealed to narrow and selfish views, in that city, with some success.

Last year, with only 28 miles in perfect operation, the Ogdensburgh Railroad gave, at least, 20,000 additional tonnage to the Champlain canal, as official returns will show, and as has been proved before the committee. With the entire road in operation, it will add to the tonnage of the canal, of purely local products and consumption, from 20,000 to 100,000 tons annually. The real motive for this argument is well known in this section. The owners of the railroad from Troy to Whitehall, have bought up and control the navigation of Lake Champlain by American vessels. They have increased passenger fare fifty hundredths, without any competition, and would do the same with freights, but for the "piratical" Canadian craft, (as they are termed,) which come up the Richelieu river and pass the Lake and Champlain canal. Business has been so dull in Canada, for the last two or three years, that these latter vessels seek cheap employment on our waters, and keep freights at low rates. The Ogdensburgh Railroad is strongly interested, not to obstruct this cheap navigation, and will not. But the combination of Troy and Whitehall Railroad with Lake Champlain steam navigation, oppose competing navigation, almost as much as they do the bridge.

There was a time when the terrors of the national government was held up against the bridge. Since, it is found that the Engineer and War Departments in Washington, very much prefer the railroad bridge on the American side of the fortress at Rouse's Point, and that the Canadian government prefers to have it on Canada side, the objection has been abandoned. Lord Elgin would have the future city of Rouse's Point on the Canada side. The "Yankees" choose to have it on our side.

There is another hostile plan, in which our opponents profess deep interest—whisper it in New York city, but share not breathe it before financial authorities at Albany. It is nothing less than the project of a ship canal from Caughnawaga on St. Lawrence river to St. Johns, the dredging out of Richelieu river from St. Johns to Rouse's Point—and the enlargement of Champlain canal to a ship canal, capable of passing vessels of 400 and 500 tons, or all usual freight vessels of the western lakes. This is truly a splendid project. We do not doubt it the estimate, that when accomplished, it will deliver flour from Chicago to Troy for eight cents per barrel." It is said that $8,000,000 or $10,000,000 of money would accomplish it. But we don't believe the State of New York, or the "Boston Yankees," will be the parties to furnish the funds.

It is alleged that a railroad crossing at Rouse's Point would injure the prospects of this ship canal, via Canada. Probably it would. But it is a little queer, that the same men who urge this ship canal project, object to the plan of the Ogdensburgh Railroad and its bridge crossing, on the ground of its taking business from New York canals."

Our section has no interest to oppose the ship navigation via Canada canals, nor of the enlargement of the Champlain Canal, as both would lessen expense of sending our products to market. We should vote for a bill to enlarge the Champlain canal, but really think it would be wiser state policy, to finish the enlargement of the Erie and Oswego canals first.

The Canada canals are now taking flour from Detroit to Burlington, Vt., for eastern railroads, at 40 cents per barrel, as most of the vessels go back without return freight; but, it fall freights both ways could be had, it might be done for 20 cents. Our canals could not compete with such rates, in the season of navigation.

The Canadian Parliament are not squirmish about "bridging" where railroad connections are required. It has made two several grants, sanctioned by the home government, for railroad bridges over same waters of Lake Champlain: one for the Montreal and Portland Railroad, now in operation for two years, and one for extension of the Lamoille and St. Johns Railroad, to connect with the Vermont railroads. The latter is not built, and will not be, if Rouse's Point Bridge succeeds.

The testimony of the witnesses before the Senate committee, shows that the navigation of Richelieu river, below Rouse's Point, is difficult and uncertain; that the railroad bridge, if permissive to St. Johns is certainly to be, stationed to Rouse's Point, and probably another railroad from Caughnawaga connecting with the Lachine Railroad; and on all sides, the first class steamers taking both passengers and freight, will terminate their trips down the Lake, at Rouse's Point, so soon as there is a railroad connection from that Point to Montreal, which would be before the bridge could be built, if the road and company were now permitted to commence its construction.

We have extended this article to unusual length, for the reason that the subject is of great interest to all Northern New York—a section heretofore so unfortunate as to be pushed aside by almost any other conflicting locality, when asking legislative consideration; and, because we know how strongly the active debtor power of a certain large city has brought in creditor influences, in other quarters, against our bridge, where the same influences were really interested in our favor. We have long been subjected to these depreciating influences—but hope, now that a way is broken through "Chateaugay Woods," that our section will be better known and appreciated.

We cannot doubt, a liberal legislature will give all reasonable facilities, for connection of our road, as well as the Montreal and Rouse's Point railroad, with the railroads of Vermont, and will grant the bridge, as far as New York is concerned, securing best construction, and all proper safeguards to navigation.

SALLY SEE MARIE, August 5, 1850.

To the Editor of the Patriot:

SIR,—Knowing your desire to communicate to your readers every possible information, and to protect the public from being in any way deceived, either by public companies or private individuals, I think that it will be in accordance with that consideration, to make an occasional observation on the proceedings of Mining Companies. And as I am at present making a tour for a short time on Lake Superior, the following notes may probably not be unacceptable to you.

The *Quebec Chronicle* of the 9th of July, came into my hands, but a few days ago, wherein is a report of the Directors of the Quebec Mining Company, which is so vague of information as regards the actual position of the Company, that no inference can be drawn beyond this—that the affairs of the association will not bear inspection. Already £20,000 have been spent, and no returns. And from the appearance of the establishment at Mica Bay, and the way in which things are being conducted, there appears to me but little hope that we shall ever get any. A few months ago, or rather last year, everything seemed promising, and bespoke a happy issue to the enterprise. Now all is gloom. There is an appearance of desertion and ruin about the place which is painful to every one who admires it—but more especially to the poor unfortunate shareholders, who put their money into it, in the means of seeing how far to put more, rather upon far further instalments, and what is now the matter is going to be terminated.

From private sources, I am advised that lawsuits and Chancery cases are growing thick and heavy against directors and agents. As the Directors instead of coming before us with a faithful account of their proceedings, do everything in their power to throw mists and so on over our eyes, until the storm is all over and as they may become.

David Copperfield, Part 15.

London Art Journal for July.

For Sale by

JNO. McCOY,

5, Great St. James' Street.

August 2, 1850.

BY TELEGRAPH.

VIA MONTREAL AND BUFFALO LINE.

NEW YORK, August 17.

We learn from a passenger by the bark *E. Cunning*, arrived this day from Rio Janeiro, that a few days before he sailed from Rio, news had reached that place that the British Admiral on that station, in the British steamer *Cormorant*, had entered the Port of Gangway, and burnt four Brazilian vessels. The Fort opened fire on the steamer, and killed four of her men. It was supposed that the Admiral had received instructions from home to suppress the Slave Trade. There was great excitement at Rio, caused by this incident; and it was thought it would lead to some difficulty between the Brazilians and the British. The war news had nearly subsided when the bark sailed on the 9th of July.

RIVIERE DU LOUP.

THE Steamer *ROWLAND HILL* will leave the NAPOLEON WHARF, QUEBEC, on TUESDAY next, the 20th instant, at Nine o'clock, A. M.

T. R. MORGAN,
Agent, Montreal.

August 17, 1850. 184

FOR KINGSTON, TORONTO, HAMILTON, THOROLD, ST. CATHERINES, AND PORTS ON LAKE ERIE.

THE Steamer *ENGLAND*, MARSHALL, Master, is now LOADING for the above PORTS, and will have quick Despatch.

For Freight, apply to

JNO. KER,
Canal Basin.

August 10, 1850. 178

NO PUFFING!

SOLID ADVANTAGES FOR CASH!!

FOR SALE, at the STORE of JAMES SUTHERLAND, WHOLESALE AND RETAIL GROCER AND WINE MERCHANT, 90, *McGill Street, corner of McGill and St. James Streets, Montreal.*—

200 chests and boxes assorted Teas
Coffee—(best imported)—Raw and Roasted
Sugars—Refined, Crushed, and Muscovado
200 bags and barrels Salt
175 cases Wines, of the best quality
20 hhds and 40 casks superior No. 1 Wine
50 barrels London Porter
50 cases Lemon Syrup
200 barrels No. 1 Herrings
15 hhds Dark and Mahon's superior Wines—50 O. P.
50 cases Gin
50 boxes T. D. Pipes
50 do Glass—assorted
25 do Tobacco
85 tinnets superior Fresh Cured Dairy Butter
10 hhds and pans Molasses

—ALSO,—

Brandy, Gin, Rum, Scotch Whiskey, Candles and Soap, Fruit, Spices, Oils, Fish, and Salt.

With a large Stock of other Articles too numerous for an Advertisement.

☞ It is particularly requested that Purchasers will call before purchasing elsewhere—as one trial will convince them of the advantages which will be obtained at this Establishment.

August 17. 184

THE CO-PARTNERSHIP heretofore existing between the Subscribers, carrying on the business of ENGINEERING, &c., under the style and Firm of GILBERT, MILLN & BARTLEY, is THIS DAY DISSOLVED by mutual consent, one of the parties leaving the Province. All Debts due by the concern will be paid by Messrs. GILBERT & BARTLEY, who are authorized to receive all Monies due.

E. E. GILBERT,
WM. M. MILLN,
W. P. BARTLEY.

Montreal, August 15, 1850.

THE Subscribers will CONTINUE business on the above Business under the style and Firm of GILBERT & BARTLEY.

E. E. GILBERT,
W. P. BARTLEY.

Montreal, August 15, 1850. 184

CARD.

THE Undersigned begs to intimate that he has opened the premises lately occupied by his Brother, JAMES CREYK, Notre Dame Street, opposite to the Seminary, where he purposes carrying on the business of WATCH and CLOCK MAKING in all its branches, as well as the REPAIRING and MANUFACTURING of JEWELLERY.

From his long experience and thorough knowledge of the Trade, and having been for the last seven years engaged in the above department with Mr. TROWERS of this City, he confidently looks for a share of public patronage.

Having made arrangements for the services of one of the best Geneva Watchmakers in this country, Ladies and Gentlemen may depend upon having any work, confided to his care, performed in the best and most satisfactory manner.

WM. CREYK.

Montreal, 6th August, 1850.

DRIED Apples
Lobsters, in tins
American Cheese
Sugar Cured Hams
Pastry Flour, in half barrels
Together with a general assortment of Groceries for family use.

—ALSO,—

A few barrels Corn Meal—fresh.

For Sale by

W. W. JANES.

Corner McGill and College Streets.

July 27, 1850. 167

SMOKED HALLIBUT.—Just received, from Boston, a superior Article.

For Sale by

W. W. JANES.

July 27, 1850. 167

SUGARS.—Very Bright Porto Rico—in hhds
White Bastard—in barrels
Muscovado Molasses
Twankay Tea
Laguayra Coffee
Tobacco—10's, 8's, 5's
Olive Oil—in qr. casks
Martell's Brandy
DeKuyper's Gin.

For Sale by DAVID TORRANCE.

August 2.

J. PARKIN'S

NEW LACE & EMBROIDERY ESTABLISHMENT

1141, NOTRE DAME STREET.

(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, Insertions and Trimmed, LACE and MUSLIN COLLARS, HABIT SHIRTS, CHEMISETTES, &c., &c., &c., together with a Superior Stock of HOSIERY, GLOVES, RIBBONS, FLOWERS, HANDKERCHIEFS, LAPPETS, VEILS, &c., &c., which will be submitted at the *lowest possible* remunerating prices.

N. B.—Please observe the address,

J. PARKIN.

June 4, 1850. 135-3m

NEW BOOKS.

JUST RECEIVED by EXPRESS from NEW YORK, the following NEW BOOKS:—

Frank Fairleigh; or, Scenes in the Life of a Private Pupil.

A Treatise on the Science of Washing; together with an Essay on Washing Days, as they are and as they may become.

David Copperfield, Part 15.

London Art Journal for July.

For Sale by

JNO. McCOY,

5, Great St. James' Street.

August 2, 1850.

BY SCOTT & GLASSFORD.

EXTENSIVE PACKAGE SALE OF SEASONABLE DRY GOODS.—On the 11th SEPTEMBER, and following days, from the leading Manufacturing Districts in New England.

The Subscriber announces a TRADE SALE of Five Hundred Packages AMERICAN DOMESTIC GOODS, to take place at his WAREHOUSE, No. 166, St. PAUL STREET, (Premises formerly occupied by Messrs. ARMOUR, WHITEHEAD & Co.,) on WEDNESDAY, the 11th SEPTEMBER next, and following days, comprising AMERICAN FABRICS, in every variety, the Manufacture of the large Corporations in New England, U. S., and well adapted to the Trade of Canada.

T. D. HALL.

166, St. Paul Street.

White and Yellow Cotton Thread
Plain and Twilled 2 Bushel Sacks

SCOTT & GLASSFORD,

204, St. Paul Street.

June 6, 1850.

MILITARY AND FASHIONABLE TAILORING ES