☞ The Montreal Courier is published daily during the six business months of the year, viz., from the 1st of May to the 1st of November, and the other six months tri-weekly, on Monday, Wednesday, and Friday. Subscription, six dollars ($6) per annum, payable in advance.

☞ The Evening Courier (bi-weekly) is published on Monday and Thursday evenings, in time for the Mails, at the low price of three dollars ($3) per annum, payable in advance.

☞ All Letters must be prepaid, or else the postage will be deducted from the amount paid.

☞ Voluntary Correspondence solicited from all parts of the Continent of America. If made use of, the person transmitting the information will be liberally remunerated.

# THE COURIER.

FRIDAY, SEPTEMBER 26, 1851.

Lithographic Prints.—We readily direct public attention to an extensive collection of Lithographic Prints just received by Messrs. R. & C. Chalmers, *Booksellers, Great St. James Street.* The art of Lithography, or printing on stone, was invented by a German of the name of Senefelder, about forty or fifty years ago, and has, from very rude beginnings, advanced to a state of great perfection, both in England and Germany, but particularly in France. Its first application was to the printing of advertisements and written correspondence; but when pictures began to be delineated upon the stone, and successfully transferred from it to paper, the art immediately assumed an importance which it was previously supposed to be incapable. We believe the first pictorial lithographic impression published in England, issued from the press of Ackerman, of London, and were very rude. Some time after, or about the year 1820, Mr. Nicholson, a London artist of then great celebrity, published a series of lithograph views taken in England and Scotland, and printed by Ackerman, which first called attention to the real capabilities of the art as a vehicle for landscape. Since that time, Lithography has advanced to so high a state of perfection, as in some instances to rival copper-plate engraving successfully.

Though the French and English styles contain many excellencies peculiar to themselves, yet artists differ greatly in opinion respecting their merits, they are both highly finished and well adapted to the subjects which each of them affect most.

The short bold crispy touch of the English Artist is best adapted for foliage and forest scenery, while the smooth pencil and highly careful finish of the French Lithographer is better suited for figures and vignettes. The English print is strongly wrought out and decidedly toned, without much attention to accuracy of outline in the several parts, while the French impression is smoothed and stippled all over with the greatest care, and appears as if it had a thin integument, or transparent sheet of tissue paper spread over it.

The Lithographs just imported by the Messrs. Chalmers are mostly from the press of Villeneuve, of Paris, and of course they partake more or less of the French characteristics we have mentioned. There are also, however, amongst them several highly finished specimens of this beautiful art from the English and Scottish press, which deserve remark. To artists, teachers of drawing, and print collectors, they are worthy of attention, as among them will be found many specimens calculated to enrich the portfolio or adorn the wall, while there are a large collection of excellent drawing lessons fitted for the class-room or for private study. We may add that the prices at which they are offered are exceedingly low, considering their excellence as specimens of art.

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One of the persons fined in $5 for hooting at the Governor General, laid a complaint against another man for "bohing"—as the policeman called it—at *him*. It would appear that this latter *patriot* had been using his lungs rather freely in hooting and hissing Lord Elgin at his landing; for this offence the *patriotic* goose was taken before Mr. Ermatinger, and fined in $5 for provoking a breach of the peace. Having paid his fine, and smoothed down his ruffled feathers, he was waddling out of Court quite convinced that he was not a swan after all, when lo! and behold, an ass who chanced to be eating thistles at the time in a neighboring paddock, and who professed to take the opposite side in politics, lifted up his sweet voice and brayed lustily at the poor crest-fallen goose. Goesie immediately stood upon his dignity as a gander of quality, and preferred a charge against Mr. Donkey for insulting a good loyal subject. When this latter complaint came to be heard, the Magistrate commented in very severe terms upon the enormity of the offence committed by the long-eared gentleman, and fined him in the sum of five pounds. Thus it appears that while a hiss at the expense of the representative of Royalty costs only five dollars, a bray at the goose himself who hisses is valued at five pounds currency. We hope when His Excellency returns that a scale of prices, from a hiss to the throwing of a rotten egg, will be placarded on the corners of the streets, so that every one, whatever may be his rank in the animal economy, may know what he has to pay for the free indulgence of his natural voice without any trouble.

Crystal Palace.—It appears that this vast show-room is decidedly sentenced to demolition, and we think the resolution is a wise one. Both from size and construction, it is unfit for any permanent use, and at best could only have stood for a few years at an expense little short of its original erection. In addition to the important service it has performed, however, during its short-lived blaze of glory and popularity, it has given a hint for future efforts of the same kind in various countries on both sides of the Atlantic, which will no doubt be taken advantage of, and even improved upon. Perhaps also something of the same description, smaller in dimensions, but more permanent in construction, may be erected in London itself, to serve as a winter garden, or any other purpose to which English genius or British enterprise may devote it. Be that as it may, there can be no doubt that the great building of the Exhibition has given an impetus to national enterprise that will not be lost to the world, but will originate many others of a similar kind not less useful and influential, though perhaps less magnificent in its dimensions and in the dignity of its patronage.

Map of Montreal and Environs.—A Map of the City and its neighbourhood has been just published by Mr. G. H. Smith, Architect, of this city. This Map is in size 28 inches by 18, and has for its immediate object a delineation of the relative positions of the several Railways and their approaches to the city. The Map is constructed from actual measurement, and the high character of Mr. Smith as an Architect and Surveyor gives assurance of its correctness.

This Map will form a very neat and appropriate ornament, as well as a useful reference in stores, counting-houses, and public offices, and we hope that all persons in public life, who have any interest in city improvement, will possess themselves of one, more particularly as the doing so will encourage this very talented Artist to proceed confidently with any other work of public importance he may hereafter think of undertaking.

Messrs. R. & C. Chalmers, and Mr. R. Weir, have a few copies for sale.

Tremont House, Boston.—The late Railway Celebration having opened up a more intimate intercourse between this city and Boston, it becomes of the greatest consequence that travellers and tourists from Canada to the States should, upon entering any city to which they are strangers, be well assured of a proper Hotel in which they can remain comfortably during their stay. So far as the Tremont House at Boston, therefore, is concerned, we can confidently recommend it to the attention and patronage of all Canadians passing through that city.

We have repeatedly heard this Hotel mentioned with approbation and praise in the course of this summer by Canadian gentlemen who had, during their stay in Boston, partaken of its hospitalities. The Tremont House is very agreeably situated, and contains every comfortable accommodation that a lady or gentleman can require in the course of a tour.

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The Promenade at the Hays' House on Tuesday last was pretty well attended, considering the frightful state of the weather. We may venture to remind our readers that on Tuesday next the last Promenade of the season will take place, and we trust that it will be well attended, if only out of compliment to Mr. Pope, to whom the public are so much indebted for getting up these delightful re-unions.

Liberty of the Press in France.—The occupation of an editor during the present *Republican* days of France requires no small degree of courage, as appears by the following significant item from a late Paris paper: "The prison of Conciergerie contains at present two editors of the *Presse*, three of the *Evenement*, one of the *Peuple*, and two of the *Monsieur de l'Assemblée*. One of the editors of the *Steele* will join them soon."

Scientific Journal, New York.—We have received the first number (volume VII.) of this useful journal, which is full of articles and notices worthy of the consideration of the mechanical and scientific world. The illustrations are from impression in wood, and are extremely well cut—executed indeed in a style which does great credit to American art. We shall always be glad to find the succeeding numbers of this highly meritorious journal upon our table.

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The new Theatre, in Cote Street, is going up rapidly—it will be completed in a few weeks.

Business to Correspondents.

"Amicus"' letter is not to our taste.

In reply to "Vindex," we can confidently assure him that the Mayor and Corporation have done simply their duty as public men in inviting the Governor General to the city. His Excellency, even in the most radical partisan we can see, is the Chief Magistrate of all the Canadas, and as such is entitled to respect and attention, independently of any political bias that individuals may choose to cherish or exhibit. Our opinion is, that the Mayor and Corporation deserve a public manifestation of gratitude from the citizens for their courteous, kind, and thoughtful manner in which they have endeavoured to heal former animosities, and once more bring among them their Governor, who, as a gentleman, is acknowledged in private society to possess amiability of temper and disposition which endear him to the affections of all who approach him.

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The Annual Cattle Show, for the County of Montreal, came off at the Mile End, on the 18th instant. It was well attended, and the stock exhibited demonstrated considerable progress and improvement in the art of breeding. Messrs. Dods, Valois, Fisher, Dagenais, Prudhomme, Laporte, Pepper, Somerville, Cuvier, Gouin, and Ste. Jean, had some very fine specimens of cattle on the ground.—*Pilot.*

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The following Bishops of the Church of England arrived here this morning in the steamer *Montreal* from Montreal:—The Lord Bishop of Montreal, the Lord Bishop of Toronto, the Lord Bishop of Fredericton, the Lord Bishop of Newfoundland, and His Lordship the Bishop of this Diocese. The following Clergymen went to the wharf for the purpose of receiving their Lordships:—The Rev. Official Mackie, D. D., Rev. Mr. Pinn, and Rev. Mr. Lewis. Their Lordships come to deliberate in Council on matters connected with the interests of the Church in their respective Dioceses.—*Quebec Chronicle.*

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We had a gentle sprinkling of the approach of winter to-day, in the shape of a slight fall of congealed particles strongly resembling snow. In little more than a month, we may expect our usual half yearly visitation from Jack Frost.—*Quebec Gazette.*

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Death of General McClure.—We see from our exchange papers that the once notorious Gen. McClure, who commanded a brigade of the American army on the Niagara frontier last war, has just paid the debt of nature in Illinois. His name will awaken many reminiscences among the old yeomanry of these Counties, where he is bitterly remembered as a cruel and cowardly ruffian, the pillager of lone houses and the abuser of defenceless women; crowning a thousand acts of petty larceny and outrage by the conflagration of the Town of Niagara in the depth of winter, 1813. When pressed by the gallant Murray he fired across the contested lines, leaving behind him the most disgraceful name of any officer who invaded our Province at that trying period. We thought he was dead long ago, but the utter oblivion into which he had sunk, proves that he was as little esteemed at home as he was detested here. It was this man whose dastardly conduct was the true cause of the vindictive character of the latter part of the war. His burning of the Town of Niagara was immediately followed by the sanguinary capture of Fort Niagara from the enemy, and the conflagration of Lewiston, Black Rock and Buffalo.

Coarse in language and manners, McClure's conduct never belied his appearance, and to the last of his official career he maintained his reputation, and that of his rifle brigade, as being the most cowardly and pilfering set of vagabonds that ever overran an unprotected country. But he is gone, and although we cannot utter his obituary with submission to the old maxim, "speak nothing but good of the dead," yet we sincerely trust, that as he was one of the chief causes of the hostile feelings which so long animated Canada against her invaders, that with him will expire the last embers of national antipathy; henceforth our intercourse promises to be of a nobler and more rational character. Instead of striving which can best manage a battery of field pieces, and scatter death and destruction with unerring aim, we now try which can best handle a plough or scatter the seeds of the richest harvest. Our struggle is now, not for the palm of victory at Queenston or Lundy's Lane, but for the peaceable possession of the trade of the Great West; and if Canadian spirit and energy will have us out in this contest as nobly as they sustained our cause in 1812-13, there are happy and prosperous days in store yet for our beloved country.

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A project is on foot for bringing London and Calcutta within some days journey of each other! The construction of the railway for the route is to be accomplished by stages. A continuous line from Ostend to Orsova, on the frontier of Turkey, is already resolved upon. From Constantinople, it is proposed to step over to Asia Minor, and skirting the Mediterranean coast with the line till you come to the mouth of the Orontes, to carry it up the banks of that river till the head waters of the Euphrates are reached, and then to lead it down the valley of the Euphrates to Bussorah, at the head of the Persian Gulf. These portions of the scheme are to be accomplished by 1860. From Bussorah, the railway is to be carried along the Persian Gulf, and, by the coast of Beloochistan, to Hyderabad, on the Indus, whence the several branches of Indian lines would soon whisk the traveller to Bombay, Lahore or Calcutta, according to his wants. From London to Calcutta, by the perfected route, would be 5600 miles of railway—seven days' journey "without stoppages"—and the whole scheme might be completed in fourteen years from the present time.

## The Railroad and Steamboat Jubilee at Boston.

CONCLUSION.

At the conclusion of Lord Elgin's address, the following sentiment was given by the Mayor:—

"*The Commonwealth of Massachusetts.*"

Gov. Boutwell replied in a felicitous vein, in which he welcomed most heartily the distinguished guests from Canada, and followed by a brief and eloquent review of the relations which formerly existed between Great Britain, our country, and those which marked our own time. His remarks were received with great applause.

The Mayor then introduced the Hon. Edward Everett. Mr. Everett then rose and spoke as follows:—

HON. EDWARD EVERETT'S SPEECH.

*May it please your Honor*:—It is not easy for me to express to you the admiration with which I have listened to the very beautiful and appropriate speech with which his Excellency, the Governor General of Canada, has just delighted us. You know, Sir, that the truest and highest art is to conceal art, and I could not but be reminded of that maxim when I heard that gentleman, after beginning with disabling himself and cautioning us at the outset that he was slow of speech, proceed to make one of the happiest, most appropriate and eloquent speeches that ever fell from the lips of man. If I were travelling with his Lordship in the mountains of Gael, I should say to him in the language of the natives of those regions, *ma chree*, very well, indeed, my Lord. But under present circumstances I will say in plain English,—Sir, that what has fallen from his lordship has given me indeed new cause to rejoice that "Chatham's language is my mother tongue."

I do not rise, sir, to make a long speech. I think it would be rather out of taste, for any one who is at home in Boston and the vicinity, unless in the performance of official duty, to make any thing which could be called a long speech on this occasion. All the crowded hours of this busy day belong to our much honored guests,—to those distinguished visitors who adorn the occasion with their presence. From them, indeed, sir, the company cannot hear enough, to gratify the earnest desire which is felt to listen to their voices, and to catch their words of encouragement and congratulation.

Besides, sir, there never was an occasion which stood less in need of a laborious commentary to set forth its importance. If ever there was anything which might be left to speak for itself, it is this mighty and all but animated system of railroads, that now embraces New England and the neighboring States and Provinces, and which, some time realizing those enchanting romances of antiquity which we read in northern legends, winds its sinuous way through the passes of the hills, leaps across the rivers, stretches out the shining arms of its embrace with one of its Briareus arms to Boston Bay, grapples to Diamond Rock with another,—grasps with the right upon Providence and New York, and Albany, and Buffalo, and the further South, and the further West; while on the other it is already stretching forth its Eastern branches, in the direction of the mouth of Kennebec, and, etc., and capital, I fear, only that we have no word of Saxon or Norman origin for expression of extreme or figurative speech.

We have, sir, in this part of the country been amazed at the importance of this system of communication; although it may be doubted whether the most sanguine and enquiring have even yet fully comprehended its immense influences. We have, however, felt them on our board and in the interior. We have felt them in the growth of our manufactures, in the extension of our commerce, in the growing demand for the products of agriculture; in the increase of our population. We have felt them prodigiously in transportation and travel. The inhabitant of the country has felt them in the ease with which he resorts to the city markets, whether a seller or a purchaser. The inhabitant of the city has felt them in the facility with which he can get to a sister city or to the country; with which he can get back to his native village;—to use the old folks, aye, sir, and some of the young folks,—with which he can get a mouthful of pure mountain air,—or run down in one day to Gloucester, or Phillips beach, or Plymouth, or Cohasset, or New Bedford.

I say, Sir, we have felt the benefit of our railway system in these and one hundred other forms in which, penetrating far beyond material interests, intertwining itself with all the concerns and relations of life and society; but I have never had its benefits brought home to me so sensibly as on the present occasion. Think, sir, how it has annihilated time and space, in reference to this festival, and how greatly to our advantage and delight. When Dr. Franklin, in 1745, projected a plan of union for these colonies, with Philadelphia as the metropolis, he gave as a reason for this part of the union that Philadelphia, was situated about half-way between the extremes, and could be conveniently reached even from Portsmouth, N.H., in eighteen days! I believe the President of the United States, who has honored us with his company at this joyous festival, was not more than twenty-four hours actually on the road from Washington to Boston; two to Baltimore, seven more in Philadelphia, five more to New York, and ten more to Boston.

And then Canada, sir, once remote, inaccessible region—Canada, now brought to our very door. If a journey had been contemplated in that direction in Dr. Franklin's time, it would have been with such feelings as a man would have now a-day, who was going to start for the mouth of the Copper Mine River and the shores of the Arctic sea. But no, sir, such a thing was never thought of—never dreamed of. A horrible wilderness, rivers and lakes unapproached by human art, pathless swamps, dismal forests, that it made the flesh creep to enter, threaded by nothing more practicable than the Indian's trail; echoing with no sound more inviting than the yell of the wolf and the war whoop of the savager these it was that filled the space between us and Canada. The inhabitants of the British colonies never entered Canada in those days but as provincial troops or Indian spies, and lucky be that got back with his scalp on. This state of things existed less than one hundred years ago; there are men living in Massachusetts, who were born before the last incursion of French and Indians to the banks of Connecticut river.

As lately as when I had the honor to be the Governor of the Common wealth, I signed the pension warrant of a man who had lost his arm in a conflict with the French and Indians in one of the border wars, in these dreary Canadian forests; and now, sir, by the magic power of these modern works of art, the forest is thrown open, the rivers and the lakes are bridged,—the valleys rise, the mountains bow their everlasting heads; and the Governor General of Canada takes his breakfast in Montreal, and his dinner in Boston, reading a newspaper leisurely by the way which was printed a fortnight ago in London. In the excavations made in the construction of the Vermont railroads, the skeletons of fossil whales and paleogoic elephants have been brought to light. I believe, sir, if a live whale had been seen spouting in Lake Champlain, or a native elephant had walked leisurely into Burlington of a summer's morning, it would not have been more wonderful than our fathers would have regarded Lord Elgin's journey to us this week, could it have been foretold to them a century ago, with all the circumstances of despatch, convenience and safety.

But, sir, I have already said, it is not the material results of this railway system in which its happiest influences are seen. I recollect that 8 or ten years ago there was a project to carry a railroad into the lake country in the Highlands—into the heart of Westmoreland and Cumberland. Mr. Wordsworth, the lately deceased poet, a resident of the centre of this region, opposed the project.—He thought that the retirement and seclusion of this delightful region would be disturbed by the panting of the locomotives, and the cry of the steam whistle. It was some years after, he published one or two sonnets in deprecation of the enterprise. Mr. Wordsworth was a kind-hearted man, but entirely mistaken in this matter. The quiet of a few spots may be disturbed; but a hundred quiet spots are rendered accessible; the bustle of the station house may take the place of the druidical silence of some shady dell; but gracious heaven! sir, how many of those cathedral arches, entwined by the hand of God in our pathless woods, are opened to the grateful worship of men by these means of communication.

How little of rural beauty you lose, even in a country of comparatively narrow dimensions like England—a little strip along the line of the road which partially changes it character, while as the compensation you bring all this rural beauty,

"The warbling woodland, the resounding shore,
The pomp of groves, the garniture of fields,"

within the reach, not of a score of luxurious tourists, but of the great mass of population. You throw it open, with all its soothing and humanizing influences, to thousands who, but for your railways and steamers, would have lived and died without ever having breathed the life giving air of the mountains—yes, sir, to tens of thousands, who would have gone to their graves without ever having caught a glimpse of a glorious combing waving wave, on its soft green ridge bursts into a crest of snow, and settles and dies along the sands; aye, sir, and who would have gone to their graves the sooner for the privation.

But even this is nothing compared with the great social and moral effects of this system in binding the States together as one family, and uniting us to our neighbours as brethren and kinsfolk. I do not know, sir, but in this way from the kindly seeds which have been sown this day in your visit to Boston, and that of the distinguished gentlemen who have preceded and accompanied you, our children and grand children, so long as this great Anglo-Saxon race shall occupy the continent, may reap a harvest worth all the cost which has devolved on this generation.

HON. F. HINCKS'S SPEECH.

Hon. Francis Hincks, Inspector General of Canada, having been called upon, said that after the eloquent speeches that had been made, he only rose to thank his New England friends for his own sake, and on behalf of all Canadians, for the special honor, which had been done them on this occasion. He recalled the enthusiasm, with which he had accepted the invitation of the deputation who had first brought this celebration to his notice. He felt that it was good for us to be here, partly because it enabled New England to see by the manner in which the first toast had been received, how all the people of Canada felt bound, by an ardent attachment, to the person and the government of their sovereign, then that they might see the respect felt for the representative in this country for that sovereign; and then that he and his friends might be led to emulate the example set them by New England.

Her history was not a sealed book to her present guests. They had admired the spirit which had animated the Pilgrim Fathers, who landed in Plymouth in 1620, and they had had the generosity to do credit to the spirit manifested in the war of the revolution, and in the more recent contest of the United States with the mother country; and he hoped that they would hereafter be animated by the desire to imitate that spirit, as it had been shown in a better way, in great enterprises of public improvement, and in surmounting the enormous difficulties that had stood in their way, so as to carry out at home similar enterprises, and overcome like difficulties.

Mr. Hincks proceeded to speak of the wealth of Canada as being, as well as the railroads, now accessible to the business facilities of New England, and to urge briefly the propriety of a reciprocity of trade between the two countries. The speed of this festival would be the means of leading all statesmen in both, to reflect upon the policy of removing all the restrictions upon the commerce that these railroads were built to promote. The railroads were finished, he knew very little of Canada, and practically little attention was paid to her, but within a few years, without any petition or appeal from the United States, the Canadian Parliament had voluntarily repealed the laws that had fettered upon importation of American manufactured goods, and placed them on the same footing with British goods; and he trade in those five or six years with the United States, was nearly equal to that of Great Britain, while of goods imported in this country, Canada value four or three times as much as any other country with which these States dealt. Canada value four or three times as much as any other country with which these States dealt. He hoped that New England would follow the lead, and by mutual concessions, to make the trade free, and by mutual concessions, the advantages of a reciprocity treaty. These arguments did not apply to dealing with Canada alone. We were in danger of being shut out from the West Indies, and we could find a market for our goods and produce, flour and lumber, and she would send us unlimited supplies of sugar, molasses, and other articles, if America would only trade with her on fair terms.

He need appeal to nothing but their own interest to convince them that the doctrine of reciprocity was the proper one. All classes of Canadians had come to join in this festivity into one. The Judges of the land, the members of the Legislature, and the Mayor and Corporations of their cities were there. The Ministers of the Gospel, even, had left their flocks; the Lawyer had left his client; the Doctor his patient, and the Agriculturist his farm; even a Sheriff had come in one instance; but a Custom House officer was obliged to stay at home to put restrictions on the very intercourse which it was the object of this gathering to foster and celebrate.

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## Our Canadian Guests at the Mayor's Room.

ADDRESSES TO THE CITIZENS AND CORPORATION OF BOSTON.

A meeting of the inhabitants of Canada, was held at the Revere House on Friday evening, to adopt addresses to the Mayor and citizens of Boston. The Hon. Mr. Justice Aylwin, was called to the chair, and John Rose Esq., was appointed Secretary. The meeting was attended by the Mayors of Toronto, Hamilton, Cobourg, Kingston, Londonderry (C. W.), members of the Provincial Parliament, and about 60 others; Judges, Lawyers, Doctors, Eminent Merchants, and officers of the 20th, 34th, and 66th Regiments of Her Majesty's troops, when the following addresses were adopted and presented to the Mayor at the City Hall on Saturday. The first delegation, and by far the largest numbered 150, and upon leaving the City Hall, gave twelve hearty and enthusiastic cheers, in front of the building. The Mayor replied to each delegation in the most felicitous manner.

The delegation of the Provincial Government said that they not only represented the government of Canada, but the opposition in the person of Sir Allan McNab.

Mayor Bigelow said to the members of this delegation that the visit of Earl Elgin to Boston, on the present occasion, was a happy augury, inasmuch, as some centuries ago the ancestor of the land, the members of the Legislature, and the Mayor and Corporations of their cities were there. The Ministers of the Gospel, even, had left their flocks; the Lawyer had left his client; the Doctor his patient, and the Agriculturist his farm; even a Sheriff had come in one instance; but a Custom House officer was obliged to stay at home to put restrictions on the very intercourse which it was the object of this gathering to foster and celebrate.

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Arrival of the Africa.

New York, Sept. 25th.

The *Africa* arrived at her wharf, Jersey City, shortly before 3, A.M.

She brings 144 passengers, and 3 days later news.

Cotton during the week advanced ½; sales 51,000 bales.

Trade in Manchester steady.

Liverpool Corn Market, Sept. 12.—Notwithstanding the continuance of fine weather which has favored the completion of harvest, there has been rather better tone in the Corn Market for Flour and Wheat during the past week, but no advance in price. Baltimore and Philadelphia Flour 18s to 18s 6d—Western Canal 14s to 18s; Wheat 8s 2d to 8s 6d for White, and 8s to 8s 3d for Red. Indian Corn neglected, and difficult of sale at a decline of about 6d; White 27s 9d; Yellow 28s to 28s 3d; Mixed 25s to 25s 6d.

Reports in reference to the potato crops much more unfavorable during the past few days; but, the immediate effect is, to bring an abundant supply into the market, to the neglect of Indian Corn. It is too early yet to form an opinion as to the extent of the mischief.

Liverpool Provision Market, Sept. 12.—The stocks of Beef have come to be somewhat reduced and in rather more enquiry this week, without, however, so far, having led to an increased business. A small parcel of Old Pork has been taken, otherwise transactions have been on a most limited scale. Bacon meets a moderate retail demand at about previous prices. Hams and Shoulders neglected for want of assortment. Operations in Lard this week have been limited—not exceeding 70 tons—prices are maintained. More enquiry for Cheese, and as arrivals are likely to be of finer qualities, a better business may be expected.

London Money Market easy: Consols 96¼.

The *Africa* has made her passage in about 10½ days. She passed, on the 16th, the steamer *Canada*, for Liverpool.

The Queen is enjoying short excursions through the High ands.

The receipts at the door of the Exhibition on the 11th were £2,027, and the number of visitors 14,600.

A challenge has been sent in from the Beschmen at North Yarmouth, to sail one of their splendid yawls—the *Reindeer*—against the *America*, for 100 guineas.

The Kaffir War continues.

The War on the River Plate has commenced.

The French Government is alarmed by the alarming discovery of a conspiracy of foreigners in Paris.

Trade in Manchester not very active, but prices generally steady.

The arrivals of specie in England were very large—reaching September 12, to the amount of £750,000.

Sterling money easier, and first class bills readily demanded below 3 per cent.

The *Africa* brings a large freight.

France.—Louis Napoleon grows more anxious as 1852 approaches, and the alleged conspiracy is supposed to impart strength to the cause, but the Police throw ridicule on the plot by making a "mare" among some 150 German sailors—4 of whom had to be instantly discharged.

The commercial prospects of France continued favourable.

All strangers arriving in Paris with the intention of remaining there, are required to procure within three days, a "permit de Sejour."

This ordinance does not, however, apply to travellers not intending to remain at Paris, and who are provided with passports.

Orders have been given by the Government to the Commandant of the French squadron at the Antilles, to assist the Cuban Government in repelling the American pirates.

The accounts received from Brazils by the *Trent*, state that the hostilities between Brazil and Buenos Ayres, were to commence on the 13 h.

Germany.—The Treaty of navigation of the Danube, concluded between Austria and Russia, has been prolonged.

Numerous arrests have been made at Pesth, on the 31st ult., in consequence of the exhibition of a statue by Stephens, the features of which resembled Kossuth.

Spain.—Madrid papers state that the Cortes will be convoked at the beginning of November.

The report of the appearance of yellow fever at Oporto is contradicted.

Austria.—A letter from Vienna states that the Government intends to take severe measures against the press.

Italy.—The Neapolitan Government has at length seen the necessity of issuing some sort of a reply to the letters of Mr. Gladstone. Their organ *Parlier* abusing Lord Palmerston—says, "An ample refutation is on the eve of publication."

According to accounts of the 3rd, the Neapolitan Ministry, in good time, require the British Government to recall Mr. Temple.

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## PORT OF QUEBEC.

Arrived.

Sept 22.

Bark Watson, Hudspeth, 10th July, Carthagena, A Gilmour & Co, ballast.

Brig Eagle, Maxby, 29th July, Padstow, A Gilmour & Co, ballast.

Cleared.

Sept. 23.

Ship Conrad, Kelso, Greenock, A Provan.

Bark Melissa, Sangster, do, M & E Burstall.

.... Berman, Fuller, do, Benson & Co.

Brig John Brown, Gascoigne, Le Mesurier & Co.

Schr Victoria, Fournier, Miramichi, J Waterson.

Shipping Intelligence.

Our fall fleet is dropping in very slowly, and we have no account of any of it being close at hand. The courier who brought up the Halifax Mail this morning, states that he was at L'Islet all yesterday, and did not see a single vessel past up, although it was blowing fresh from the East all the time. The Halifax telegraph announces a brig and a bark in sight at River du Loup this morning.

The Montreal cracked her piston on her way down from Montreal this morning, and will have to remain here till she gets a new one.

The steamer Britannia arrived here on Sunday night from Toronto, with the papers and office furniture of the Board of Works, and a part of the printing materials of Mr. Rolie Campbell's office.

The bark Britannia, from Limerick, with passengers, was at Grosse Isle yesterday.

A battoux, belonging to Mr. Léandre Méthot, of Cap St. Ignace, was totally wrecked on Saturday night, during the north-east gale, at Berthier. She was laden with dry goods, addressed to Col. Gamache and Mr. L. Méthot, both merchants of Cap St. Ignace. Some of the goods having been found, parties who may find more are requested to give notice of it to Messrs. A. Hamel & Frères, Quebec.—No lives lost.

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MARRIED.

On Thursday, the 25th instant, by the Rev. R. Medill, Minister of St. Paul's Church, Mr. Robert Abraham, Advocate, to Sarah, only child of Mr. Thomas Seed, all of this city.

On the 9th instant, by the Rev. H. Montgomery, Alexander Stevenson, of Hemmingford, to Mary, eldest daughter of Wm. Hare, of the same place.

Also, by the same, on the 23rd instant, James Brown, of Hemmingford, to Jane Walker, of Sussextown.

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DIED.

At Quebec, on the 23rd instant, Alexander Pearson, Esq., aged 39 years.

At New Jersey, U. S., on the 9th July, Captain Vernon Armstrong, formerly of the 20th Regt., late Paymaster of the 7th Dragoon Guards, son of General Armstrong, of Bath.

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WILLIAM WARREN,
166, NOTRE DAME STREET,
BEGS to announce that he has just received, in connection with his present Stock, a choice assortment of
IVORY AND BUCK HANDLE TABLE KNIVES,
BRITISH PLATE TABLE FORKS AND SPOONS,
RODGERS' PEN KNIVES, SCISSORS, and RAZORS; with a complete assortment of JOINERS' TOOLS and SHELF HARDWARE, which will be disposed of at greatly reduced prices. Call and see.
September 26. 440

M. J. YOUNG, SURGEON, &c., from Edinburgh, (Member of the Royal College of Surgeons, London,) Alexander Street, Montreal.
July 4, 1851. 377

VETERINARY HOSPITAL AND SCHOOL,
SAINT URBAIN STREET, MONTREAL.
THE WINTER COURSE of LECTURES and DISSECTIONS will commence on the 3rd of November next, and continue till the 31st of March. Lectures daily. Fee £5 for the Session. Gentlemen intending to enter for the Course are requested to apply immediately.
TURNER & MASON,
Veterinary Surgeons.
Montreal, September 26, 1851. 1m 449

FOR TORONTO AND HAMILTON, CALLING AT COBOURG, PORT HOPE, AND WHITBY.
THE Steamer OTTAWA will LEAVE the CANAL BASIN on SATURDAY, the 27th instant, at FOUR o'clock, P. M., for the above Ports.
Superior accommodations for Cabin and Steerage Passengers.
For Freight or Passage, apply to
D. TORRANCE,
Or at the Office, Canal.
September 17. 441

FOR PORT STANLEY AND PORTS ON THE WELLAND CANAL.
THE Schooner MIDDLESEX, Captain McBride, is now LADING for the above Ports, and will have quick despatch.
For Freight, apply to
JOHN KER,
Agent.
September 20. 441

FARE REDUCED
FROM
MONTREAL TO BOSTON,
RUTLAND & BURLINGTON RAILWAY.
FALL ARRANGEMENT.
Shortest and most Expedit ous Route from Montreal to Boston,
*In connection with the Champlain and St. Lawrence Railroad and the Steamers on Lake Champlain, forming the Great SOUTHERN RAILWAY ROUTE between Montreal and Boston or New York, and being the shortest, quickest, cheapest, and most direct Route to those Cities, or to Brattleborough, Greenfield, Springfield, Hartford, New Haven, and the several Towns in the Valley of the Connecticut River, or Worcester, Lowell, and intermediate places.*
PASSENGERS leaving Montreal at 11 A. M. arrive at Rouse's Point by Cars, take Champlain Steamboat, and arrive at Burlington at 6 P. M., leave Burlington at 6.30, P. M., and arrive at Rutland at 9 P. M. Leave Rutland at 7.30, A. M. and arrive at Bellows Falls at 9—Boston to dine, and New York at 8 P. M.
Passengers leaving Montreal at 4, P. M., arrive at Rouse's Point by Cars—go on board of Steamer *United States*, Captain Davis, which leaves on arrival of Cars, and arrive at Burlington same evening 10 Boston, 12.45, giving one hour for dinner at Burlington. Leave Bellows Falls at the Connecticut River and reach Lower Waterford, Boston, at 4.30, same evening, or New York at 11.30, same evening, passing on the Valley of the Connecticut, through Brattleborough, Springfield, Hartford, and New Haven.
Passengers for White Mountains will dine at Bellows Falls, and spend some three hours, take Bellows Rutland, arrive at Wells River the same evening, and reach White Mountains next morning by splendid Stage Coaches. The Scenery on this Route is too well known to need hand-bill puffing.
This is the only Route by which Passengers will pass on the splendid Lake Champlain Steamers, through the far-famed and beautiful scenery of Lake Champlain, have a good view of Cumberland Head, and all the scenery of great historic interest associated with the battles, by land and water, at Plattsburgh.
☞ Passengers taking this Route at Montreal, avoid all night travel between Montreal and Boston.
For further information, with Tickets, apply to M. L. Church, Agent, Custom House Square, Montreal, opposite Montreal House.
JOHN B. DUNLOP,
Superintendent.
Montreal, 1851. 442

NORTHERN TRANSPORTATION.
MERCHANDISE FORWARDED with despatch from BOSTON to ST. JOHNS and MONTREAL by the
RUTLAND & BURLINGTON RAILROAD.
O. P. Scobell, Agent, Broad Street, Boston.
☞ Mark Packages "R. & B. Railroad," and send to Fitchburg Depot.
M. L. CHURCH, Agent,
Custom House Square, Montreal,
*Opposite Montreal House.*
September 17. 441

PATENT IRON FENCES, &c.
The Subscribers have been appointed Sole Agents for Canada of the
NEW ENGLAND IRON RAILING CO.,
Whose Manufactures are PATENTED in London for
*GREAT BRITAIN & THE COLONIES.*
And have now received Samples of
IRON FENCES, GATES, POSTS, &c.
THE lightness of style, combined with the strength and durability of these FENCES, have secured for them extensive introduction in the United States; and they are specially adapted for GARDENS, WINDOW BALCONIES, HATCHWAYS in WAREHOUSES, STAIR-RAILINGS and PASSAGES, GRAVE LOTS, &c., &c. And a great variety for other purposes; and may be had in great variety of patterns and strength.
421-1w LEEMING & SABINE.

THE DIAMOND FRUIT STORE,
*Place d'Armes Hill, Montreal.*
UNDER DISTINGUISHED PATRONAGE.
THE Subscribers beg, most respectfully, to inform their friends, and the public generally, that they have OPENED a FRUIT STORE, at the above place, where will be kept on hand a choice and well selected STOCK of FRUITS, PICKLES, SAUCES, SYRUPS, LIQUEURS, &c., &c., of the very best quality.
☞ Balls and Private Parties supplied on the shortest notice, and at the lowest possible rates.
N. B.—There is attached to this establishment, a Bakery, for the manufacture of Fancy Cakes, Confectionery, &c., &c.
H. B. JAMESON & Co.
Montreal, 18th September, 1851. 438

FRENCH WINES.
FRESH IMPORTATIONS.
THE Subscribers return thanks to their friends and the public in general for the encouragement which they have received since they opened their Store, and beg to inform them that they have yet on hand a quantity of Bordeaux Wine, of the best marks, which they will guarantee not to contain any alcoholic mixture. The Clergy will find these Wines the best adapted for sacred purposes.
—ALSO—
An excellent assortment of French Dry Goods, including Gentlemen's Hats, Ladies' Bonnets, Parasols, Mantillas, Gloves, &c., &c., &c.
The whole will be Sold at the most moderate prices.
JOSEPH BONACINA & Co.,