Ella Lee.

A SONG OF THE SOUTHERN BAND.

Lay her where the woodbine clingeth
To the dark Magnolia tree;
Where the bright-bird music lingereth
From the bosom of the sea;
With a sorrowful devotion
Lay her where sweet violets be—
Where the leaves keep gentle motion,
To the breathing of the sea.
There, there, lay her,
There, there, leave her,
Our fair Ella,
Our young Ella,
[illegible]
Ella Lee!

Ever blooming as the summer,
Ever humming like the bee,
We believed her some bright comer
From the land where souls are free.
[illegible]
[illegible]
[illegible]
[illegible]
Ye've we lost her,
Ever lost her,
Our sweet Ella,
Our fair Ella,
Our young Ella,
Ella Lee!

Lay her where the long grass sweepeth
On the bark of many a tree—
Where the lonely willow weepeth,
Like a mourner by the sea.
She was lovely, she was gentle,
As all gifted spirits be;
Slumb'ring near the sighing sea!
We have left her,
Sadly left her,
Our fair Ella,
Our young Ella,
Our lost Ella,
Ella Lee!

Legislative Assembly.

TUESDAY, August 12.

GRAND TRUNK RAILROAD.

On motion of Mr. Hincks, the House went into Committee on the Resolutions for the construction of a Main Trunk Line of Railway through the Province.

Mr. Hincks said he did not think it necessary to go again into the question, after the discussion of the preceding evening. He said the cabinet had bestowed much care on the resolutions. He understood the hon. member for Toronto intended to move an amendment which, if carried, would destroy the whole scheme. (Hear, from Mr. Lafontaine.) He felt bound to state that at the outset, and the view of the Government was, that the adoption of the proposition of the hon. member, would be tantamount to a rejection of the resolutions by the House.

Mr. H. Sherwood did not know how the hon. member could make such a statement. He asserted his strong desire to see the railway, and stated that he was known to be the uncompromising supporter of the Union of the Provinces, which it was known the railway would do much to promote. He would take the responsibility of voting for a resolution that should include a line through the Province, and do justice to C. West; but if such were not the case, and the railway only taken to Quebec, he would prefer to have the Parliament dissolved, to follow the example of Nova Scotia, and go to the people upon the question. If we were to pledge our resources for the road to Quebec, it would so cramp us for many years to come, that we should be unable to carry on the road westward by borrowing money at 6 or 8 per cent. There was no reason why the English Government should not extend to us its guarantee from four to six millions, and make a grand national provincial work. The guarantee of the English Government being obtained, the people of Upper Canada would rejoice at accepting the proposition:—

"That provided the Imperial guarantee can be obtained for raising the necessary funds to construct a railroad from Quebec to Halifax, [illegible] convenient point of intersection with the Great Western Road, so as to connect the principal railroads across the Peninsular of Michigan, it is expedient that this Province should co-operate with the Provinces of Nova Scotia and New Brunswick in the construction of so much of it as lies between Quebec and Halifax, either by constructing the same on joint account, with the said provinces, or by contracting at the expense of the Province such portion of the said road within Lower Canada, as shall amount to one-third of the whole distance; and that the said railroad from Halifax to Quebec, and from thence to its point of intersection with the Great Western Railroad, shall be, to all intents and purposes, provincial public works, provided always that the said lines of railway shall be commenced and proceeded with simultaneously at the most convenient points on the said line, between its point of intersection as aforesaid with the Great Western Railroad, and Quebec and between Halifax and Quebec, as the Governor General and the Executive Council of this Province shall direct."

Mr. Holmes seconded the resolution; we have been unavoidably compelled to omit his remarks for to-day.

Mr. Hincks was sorry that the hon. member for Toronto had discussed this important question on purely local grounds, and in a spirit of jealousy towards Lower Canada.

Mr. H. Sherwood disclaimed everything like local feelings or prejudicial in consideration with this question.

Mr. Hincks went on to remark that he did not expect that the Imperial Government would advance more than seven millions sterling, and he would not consent to ask for more. The offer was extremely liberal, and should be accepted with gratitude. If the £7,000,000 be found insufficient to construct the entire trunk line, we should avail ourselves of it, apply it as far as it would go, and construct the remainder on our own account. This would raise the average rate of interest for the whole line to a degree slight in comparison with the rate of increase which would take place if the Imperial offer were rejected, and we undertook the whole out of our own resources. To show that the hon. member for Toronto was unacquainted with the subject, it was only necessary to refer to his assertion that the portion of the railway from New Brunswick to Quebec would be unprofitable. The fact was, that that portion would certainly be highly remunerative, while the New Brunswick [illegible] would run through a sparsely settled country. He (Mr. H.) was satisfied that Upper Canada had no reason to be dissatisfied with the proposal, and he deeply regretted that there should be anything like a disposition to damage a scheme which was of truly national importance.

In reply to questions by Mr. Robinson,

Mr. Hincks stated the extent and cost of the route as a whole. The distance from Halifax to Quebec was 635 miles, which could be constructed at £7,000 currency per mile, amounting to £4,432,000. The road through New Brunswick—200 miles—at £6,000 per mile, would cost £1,200,000; from Melbourne to Quebec—95 miles—at £6,000, would cost £570,000; from Montreal to Hamilton—380 miles—at £5,000, would cost £1,900,000. Putting the first item in round numbers at £4,500,000, the total cost of the line would be £8,700,000 currency; whereas, the £7,000,000 sterling to be advanced, were equivalent to £8,516,666 currency.

Mr. Lafontaine contended that if England was willing to give the guarantee, it was because she regarded the work as national in its character, and that she would not be expected to spend money on a railway west of Quebec. If we were desirous of constructing the line, we should accept the offer, now made—[illegible] [illegible] [illegible] [illegible]. Not only was the amendment [illegible], but it clashes with [illegible] from the hon. member for Toronto, who had only the other day proposed a series of resolutions for the Federal Union of the Provinces. If the amendment were adopted the whole project would be defeated.

After some remarks from Dr. [illegible] in support of the resolutions,

Colonel Prince stated he would be happy to support the Government in their plan for carrying out a project which would do more than anything else to raise this Province from its present insignificant position to a position of the highest importance. We ought to sustain these resolutions to the fullest extent, even to that of pledging all our resources. He was prepared to encounter the risk of loss which the hon. member for Montreal had put forward in view of the palpable advantages which would accrue to all classes from the road. It was worth while to run a great risk in view of the great prospective advantages.

Mr. Chabot said that he was sorry that the offer made by Great Britain had not been spontaneously accepted without debate. He thought that no member would have dared to vote directly against the measure, and regretted that any one had taken indirect measures for defeating it. He concluded by saying that if Great Britain continued to act with justice and liberality, such as was manifested in her present offer, she would always have as many soldiers as there were French Canadians in the country.

Mr. Lemieux began by pointing out that the guarantee already given by the Province to the road amounted to £30,000, besides the land on each side. It was now pretended that this road would not pay, yet it was evident that it must have been expected to be profitable to the country, or that guarantee would not have been given. He proceeded to calculate that if the emigration which reached the Province in 1850 had come by this railroad the receipts would have amounted to £25,000. He proceeded to point out the large commerce which was transacted between the English Colonies, and between the Eastern Colonies and the United States, and he contended that the latter ought all to pass by Colonial channels, and would do so, if this railroad were established. Besides these, there were sources of trade not yet dreamed of, which would be opened up by this railroad—he meant the fisheries on the shore, and the forests of lumber, which could not at present be made available either for timber or lumber, on account of the difficulty of transporting provisions. If views like those of the hon. member for Toronto continued to prevail, no great national work could be undertaken. But he did not think he would find many persons to second him. For his own [illegible] of the road ought to be considered. There were other interests of still greater importance, which ought not to be forgotten.

Mr. Chauveau said it he were to repeat that the present discussion was the most important that had ever been submitted to the House, he would only utter a truism; and he would not have spoken at all but for the extraordinary proposition of the hon. member for Toronto. It must not be forgotten that this proposition did not originate with the Imperial Government; but is a great measure with this Province; and now after the Imperial Government had acceded to the views of this Province—had gone farther and determined to aid in extending the road to Montreal, and almost to the extremity of the Province—now hon. members came to oppose this liberal offer. He had thought that it was required for a legislator to know something of the country for which he was to legislate, but he must change his mind since he heard gentlemen speak of the country between Quebec and New Brunswick as a wild and barren country. Instead of that Lord Durham spoke of this country as a continual street. It employed from 400 to 500 vessels, and possessed a population of 12,000 souls. He would have thought, too, that he was surrounded by men with something of a British feeling; and yet the hon. member for Toronto came forward to desire to prevent the accomplishment of the most important portion of the whole plan; the most important for the national and military purposes of Great Britain and for the union of the American Provinces.

Mr. Cartier need not show that all civilized countries must have railroads, and went over the principal countries of Christendom, mentioning the number of miles each possessed. He, therefore, thought, considering this necessary, that the Province ought cheerfully and thankfully accept the offer made by Great Britain. Judging from the expense of the construction of a Railroad from Montreal, it would be found that £4,000,000 would build 667 miles of Railroad; this was a rate at which no other road had been built, considering the high prices they had paid for money, and yet the St. L. Railroad was now paying, in spite of the high price of construction, not less than 6 per cent. As to the hon. member for Lincoln, he stuck to his first love, canals—and he was right, for the hon. member had much to be proud of; but the hon. member should reflect that Railroads were not antagonistic to Canals and rivers; on the contrary, one helped the other. The hon. member indeed looked to New York as the natural market for C[anada]. He did not think so. The hon. member had, doubtless, read the remarks of Mr. Poor, who showed that the route by land from [illegible]; and yet the people of Portland desired above all things, to reach Halifax, and why? Because it was evident that the trade was constantly going Eastward. Portland was rapidly gaining on Boston; and she again had become aware that the trade must still go further East to Halifax. He was glad to have heard that the country between Quebec and Halifax was a populous country; but [illegible] of that, he had shown that the trade of the interior of the country must seek that port. So that the country would be settled while the best port on the Atlantic would be put into communication with the interior. He would conclude with this observation—that he supported the Railroad policy, because it aided the carrying on of the Government of the country. It was this that had enabled the United States to carry on the Republican form of Government. He was in favour, as he had often said in joke out of the House, to drown ignorance in Canada, to ride over it with Railroads, and galvanize it with Electric Telegraphs.

Mr. G. Sherwood confessed that when he first heard of the expenditure of £1,500,000, the money tempted him, and he thought it ought to be accepted immediately. But since he had heard the remarks of the hon. member for Montreal, he had come to the opinion that, unless there were [illegible], he must vote against the resolution. Now, he understood that emigrants were, at present, transmitted from Europe to Quebec for £3.

Mr. Cayley was struck by the remark of the hon. Attorney General, who said that if we accepted this money frankly, England would lend the remainder of that wanting. That was to say that if we rushed rashly into the scheme, England would be more inclined to trust us than if we were to walk carefully and cautiously—if so, it was contrary to all she had previously done. It was said that Nova Scotia had come forward with great frankness and liberality in this matter; but had she not some thing very considerable to gain by this road—was she not to obtain the traffic of the entire colonies by it? And had not New Brunswick, in like manner, very much to gain by establishing not only this road but a secure road, and that at the expense of this Colony? Everything in Mr. Howe's report showed how little regard he made of the surplus, which was to be devoted to that portion of the road lying within the Province of Canada. He said after stating that the two roads through New Brunswick were to be built, that any saving that could be made should be applied to Canada. There was another very important consideration. When this road should be constructed Halifax would become the port of the whole of Canada, and could then be able to levy import duties upon the whole Canadian trade. This ought to be provided against, and he trusted that if the present project were adopted, steps would be taken next session to provide against it.

After Mr. Merritt had made some remarks respecting the observations made on a previous evening,

Mr. Hincks replied to these observations, and went on to say he thought the question had been very unfairly argued. It had been all along assumed that the road between Quebec and Halifax would not pay. He thought on the contrary that it would pay, and that it would be advantageous to build it, if it were to be done alone. Mr. Morton in his report on the European road had spoken in the highest terms of the Quebec and Halifax road. He went on to say that he felt perfectly sure the amount, which Great Britain was willing to guarantee, would be sufficient to build the whole road, and gave some figures to show that the cost of railroads was very much under that which some gentlemen thought; for example, contracts had been taken some days ago to build the Toronto and Lake Huron Railroad, for which barely a shilling of money was in hand, for £5,500 per mile. Besides, the Province had already granted a sum of £40,000 per annum, and therefore to build this road taking merely the line between Quebec and Halifax on the present scheme, would cost no money to the Province.

Mr. J. A. Macdonald thought nothing was more remarkable than the grounds in which he [illegible] had been drawn over the eyes of the Inspector General by Messrs. Howe and Chandler. The interests of the Province had been completely given up to the two Provinces of Nova Scotia and New Brunswick. The Honble Inspector-General had made a long speech [illegible] [illegible] but he had forgotten to mention one thing, and that was, the rival road, which was to be built through Nova Scotia to the boundary of Maine, by a grant of £1,500,000. In addition to this new light, there was something additional and it was this—that Mr. Howe chuckled over the idea of the manner in which he was to sell the property of this Province to pay for the railway, which was to become the property hereafter of Nova Scotia and New Brunswick. Mr. Howe told the people of Nova Scotia that they had no Crown lands, and New Brunswick not many, while Canada had an immense tract, which would be sold to pay for the road built on joint account, and that this road would afterwards become the property of Nova Scotia. Besides, where was the assurance that we should get £7,000,000? The British Government did not say so; the Inspector General did not say so; and all that was said was, that the money would be given to construct the road from Halifax to Quebec. So that if that road cost only £4,500,000, that was all that would be granted. New Brunswick had got this £2,200,000 by refusing to have anything to do with the project until she did so. Why should not Canada do the same?

Mr. Hincks said he had nothing to do with the proposition made to New Brunswick; and as to that portion of the road between Quebec and Montreal, that was clearly included in the guarantee. It was to be kept separate, because the Government of Canada thought that portion a paying line, and would accept no partnership in it. He thought there was no reason why the Imperial Government should not give a further guarantee for the line west of Montreal. He ridiculed the idea of danger from the competing line through New Brunswick, believing there was enough for all three roads; and he repeated that in the agreement between the three Governments, Nova Scotia had behaved most liberally, and Canada had all the advantage.

After some further discussion the amendment was lost and the resolutions carried; 29 to 19.

The House then adjourned.

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THE COURIER.

MONDAY, AUGUST 18, 1851.

Railway Debate.

On Tuesday last a very animated, though, so far as we can see, courteous, debate took place on that most important question, the Grand Trunk Railway, which will be found in our columns this morning, and to which we call the attention of our readers. And, in the few remarks we propose to make upon it, we confess ourselves a little out of countenance as to the line of argument pursued by those whom we are *popularly* said to bolster-up, whether they be right or wrong. With the consciousness of such an imputation of transcendentalism hanging over us, we do not hesitate now, as we never hesitated before, to take the side to which our honest prepossessions led, be they popular or unpopular. Whatever may have been the warmth—some stricken deer can it hear—with which we have advocated certain measures, we can conscientiously say that we have held the pen with a firm conviction of the truth of the principles we then advanced, and which we do not now relinquish; but being thus in the pay of no party—the feed partizan of no clique—we can afford, without any imputation of selfish considerations, or any fear of being accused of giddy vacillation, to assume the motto of the wise Roman—*Fas est et ab hoste doceri*. We, therefore, with the more confidence, again recommend the arguments of Mr. Hincks to the careful consideration of those in power and authority, or those who have any influence throughout the North American Provinces. And we are glad that for once at least we can join issue with our opponents the French Canadian Members, who advocate this important question with a truly patriotic spirit. *Mr. Chabot* says, "that if Great Britain continued to act with justice and liberality, such as was manifested in her present offer, she would always have as many soldiers as there were French Canadians in the country." Mr Chabot, and his confreres of French descent, may be assured that the more he and they assimilate themselves to British principles and British interests, the sooner will that fatal "war of races," which has disgraced the Province and disfigured her Councils, be blotted out from her annals.

We are sorry that Mr. Cayley and Mr. J. A. Macdonald have not taken a more liberal view of this question; the former gentleman seems to be perfectly saturated with the fear that if Halifax should become "the port of the whole of Canada" she would then "be able to levy import duties upon the whole Canadian trade!!" Unquestionably Halifax would, but in no other sense than that in which Quebec at present "levies duties" upon ships passing up the Saint Lawrence, or that in which Toronto and Hamilton "levy duties" upon goods going to the North and West. Does Mr. Cayley suppose that Halifax can ever assume the pretensions to independence which the imperial cities of Greece and Rome did, subjecting all within their sphere of operations to their legal control? or does he dream that, like the Hanse towns, such as Hamburg, Bremen, Lubec, and some others, Halifax can ever have an independent jurisdiction, and become a pure, unalloyed *imperium in imperio*? The idea is preposterous, and subjects Mr. Cayley to the suspicion of being a fitter subject for the consideration of Dr. Scott than a sane member of the House of Assembly. Mr. Cayley's language seems to have been prompted by a blind and determined opposition, right or wrong, to all that his political opponents may urge in favour of any measure, and not to the unbiassed views of fair and enlightened statesmanship.

Scarcely less shortsighted is the argument of the Hon. J. A. Macdonald, who accuses the Inspector General of being blinded by the representations of Messrs. Howe and Chandler. This lynx-eyed statesman accuses Mr. Hincks of sacrificing the interests of British America to the "two Provinces of Nova Scotia and New Brunswick," though how this can be does not very clearly appear. It seems to us that Mr. Hincks perceives plainly the necessity of having an outport accessible from the interior to these Provinces, through which our trade should reach the Atlantic without being subjected to the imposts of our neighbours of the States, than which nothing can be more obviously advantageous to our interests. But in his laudable and wisely intended exertions to effect this important purpose, he is met by a factious opposition on the score of old antagonisms, which speaks little for the generosity of his political opponents, and throws a doubt over the purity of their motives when opposing him on grounds less open to objection.

OUR DICTIONARY.—We had almost forgotten this important literary undertaking, but we advance over another vocable to-day.

"To burk"—to suffocate—derived from the name of a public character in Edinburgh, who took to strangling people, and selling their bodies to the surgeons, for which he was hanged in the high street, and afterwards dissected himself. The Scotch are proverbially a stupid race, and seldom see their own interests. In particular, they have a very unaccountable antipathy to being suffocated, even when it is done gratis. They were, therefore, so ungrateful as to hang a man who, by a process so summary that a medical academician might naturally envy it, exerted himself philanthropically to save men from dying by inches of Typhus Fever, Cholera, and the other thousand ills that flesh is heir to, by simply shutting their mouths and noses until they ceased to breathe. Disease kills by inches, doctors despatch by the foot, while Burk, by a manifest improvement equal to that of a *high pressure* engine over an atmospheric one, disposed of his victims by the Scotch ell, which is thirty-seven inches and a fraction, and [illegible] Dr. Knox for dissection—another advance on the high pressure system worthy of all imitation. *Dr. Knox*—felicitous name, but we don't know whether his prænomen was *John* or not—cut up the human anatomy with the same greedy ruthlessness with which his great namesake demolished the sacred fanes which had been reared by pious Kings, Priests, and Nobles, to the worship of the Deity, and the service of Heaven; and he also met with his reward by these obstinate, indiscriminating Scotchmen, by having his windows broken, and himself almost *burked* by the enraged and *outraged* people of Edinburgh.

Hence "to burk," to be burked,"—for the verb is active,—literally signifies to suffocate or be suffocated, to kill or to be killed—not *kilt*, in the Irish sense of the word, but a real *bona fide* stopping of the breath by closing up the wind-pipe. We perceive that, by way of a sort of etymological corollary to this expression, the word "to knox" is coming into pretty extensive use. "To knox" a statue is to knock its nose off. "To knox" a Cathedral Church is to break down its altars, deface its inscriptions, pollute its sacred precincts, and reduce it to a smoking ruin. "To knox" an Alderman is to knock him off a platform at a public meeting. "To knox" a Missionary Church is to despoil it of its property, particularly if that property was originally a government grant. "To knox" a speech is to fill it with all manner of misrepresentations and abuse against the English Establishment. "To knox" a newspaper is to colour its columns, not according to truth, but to suit the corrupt purposes of a party; and last, though not least, "to knox" a College is to sneakingly obtain a government grant for its support, while its "Professors" are doing all in their power "to burk" every other established institution whatever. This is a great world, and *Mammon* is its prophet!!

DREADFUL ACCIDENT.—On Thursday evening last, as Mr. Jenkins, of Kingston, was out in the Lake trying a new boat he had built for the Regatta, and accompanied by his wife, his son, daughter, and sister, with a large party of friends, a squall struck her, about half a mile out, and bringing the main boom into the water on the [illegible], suddenly [illegible] her, [illegible] upset her. All on board were in an instant in the water, and [illegible] [illegible]. The accident having been observed from the shore, boats put off immediately, and succeeded in rescuing from a watery grave about 16 others, among whom is Mr. Jenkins.

The following is a list of those who were lost and saved:—

Drowned—Mrs Youlden, Miss Youlden, young Mr Youlden, Mrs D S Jenkins, Miss Jenkins, Wm Caplain Jenkins, Mary Ann Proby, Edward Proby, Miss Masson, Mr H A Mills, Miss Mills, Miss H Haight, Miss A Haight, Mrs G Hunter, Miss A Hunter, Mr Thorne, Thomas Gaist, Miss Walker, and Miss Stacey—19.

Saved—D S Jenkins, William Lackie, James Wilson, Edward Haight, Thomas Haight, H C Hitchcock, D McCallum, William Jenkins, Alex Philips, G Hunter, a boy named Scott, Jack O'Shawe, Henry Johnson, C McKenzie, C Mills, and a colored boy—16.

The steamer *Prince of Wales* has gone down for the bodies, but has not yet returned.

We perceive that the command of the *John Munn* steamer has, in consequence of the change in the ownership of the vessel, devolved on Capt. J. D. Armstrong, late of the *Montreal*, so long and favorably known to the travelling community.

We are very much pleased to learn that, at the annual commencement of the University of Vermont, held last week, the honorary degree of Doctor of Laws (LL. D.) was conferred on the Hon. Mr. Justice Day of this city. We hardly know a man in the Province on whom this high distinction could have been more appropriately bestowed.—*Gazette.*

GENERAL VANRANSALER.—General Vanransaler, of the United States army, who was Adjutant General at the battle of Queenstown, in 1812, arrived here on Sunday morning with the Miss Van Ransaler.

On Monday afternoon Col. Grubbe had the 54th Regt. paraded on the Esplanade, and soon after 3 o'clock General Vanransaler, accompanied by Lt. Col. Irvine, arrived on the ground and was received by the regiment with a general salute, after which he marched down the ranks; the regiment then marched past the General, who remained uncovered. He expressed himself much pleased with the appearance and steadiness of the men and of the attention shewn to him by the Commanding Officer. After the parade he visited the Citadel and was received there by Major Norman of the 54th Regt., who had the band playing for the ladies. After admiring the splendid view, the General went through some of the barrack rooms, with which he was much pleased, and on leaving the Citadel the Guard was turned out and saluted him. In the evening he dined with the officers of the 54th Regt., and leaves Quebec this day on his return home to Albany, and we understand much pleased with his visit to Quebec.—(*Chronicle of Wednesday.*)

A western writer thinks that if the proper way of spelling *tho* is "though," *ate* "eight," and *bo* "beau," the proper way of spelling "potatoes" is *poughteighteaux*.

COMMERCIAL.

Review of the Ashes Market

For the Week ending Saturday Evening, Aug. 16.

LIVERPOOL.

By latest advices, the Imports were heavy; notwithstanding, the demand for Pots continued steady at previous rates, 28s. 3d. @ 28s. 6d., and for consumpt only, a temporary lull in speculation having taken place.

	Barrels.
The total Stock on 31st December, 1850, was	6200
The total Imports from 1st January to 31st July, both inclusive	6350
	12550
The Stock on hand 31st July, 1851, was	3000
	9550

Shewing quantity taken out of Market for consumpt and on speculation, viz.: *nine thousand five hundred and fifty barrels.*

PEARLS—Were taken in small parcels, for immediate use, at 30s.

GLASGOW.

Pots remained firm at 28s. 3d. @ 28s. 6d. Pearls had advanced from 30s. @ 31s. The Glasgow Trade Report quotes them at 31s. 6d. The consumers were buying sparingly, in the hope of being able to purchase at a shade less.

NEW YORK.

POTS—In brisk demand yesterday at $5,61. Pearls steady at $5,50.

MONTREAL.

POTS—Small Bills have been changing hands at 29s. @ 28s. 6d., during the week. Sales have been made to-day at 28s. 7½d. for small parcels. Good round shipping lots of 1sts are worth 29s. @ 29s. 3d. Unbrandables are in demand, there is a scarcity of them.

PEARLS—Several small bills have been placed during the week at 31s. 3d. @ 31s. 3d.—31s. 4½d. offered this afternoon; no sellers at this rate. The Market bears the appearance of a little more stir for both sorts. There is a decrease of about 600 barrels in the Receipts from 1st instant, compared with August, 1850.

PORT OF MONTREAL.

Cleared,
August 15.

Schr Primrose, Juneau, Quebec, order.

Exports.

Per PRIMROSE:—D Torrance, 20 hogsheads brandy; Torrance & Bustead, 450 bris flour.

PORT OF QUEBEC.

Arrived,
August 13.

Ship William Pirrie, Agnew, June 20, Liverpool, A Parke & Co. salt, 273 gen.

Shipping Intelligence.

The Abbey Lands and Empire were at Grosse Isle yesterday. Passengers landed.

From a letter received by a gentleman in this city, dated Truro, N S, August 5, we learn that the Ann Grant, William Williams, master, which loaded a cargo of timber at Folly River, Londonderry, N S, went ashore on the 28th July, in coming down that river, and will be a total wreck.

BIRTH.

On the 8th instant, the lady of Samuel Newton, Esq., of a son.

MARRIED.

At the Hudson's Bay House, Lachine, on the 15th August, Hector McKenzie, Esq., of the Hon. Hudson's Bay Company's Service, to Mary Howard, daughter of the late Alexander Ballentyne, of Edinburgh.

ST. URBAIN STREET ACADEMY.

THE DUTIES of the above SCHOOL will be resumed on WEDNESDAY, the 20th instant. The Course of Studies pursued embraces Mercantile pursuits as the primary object; but the Latin and Greek languages are more particularly attended to when required. There are vacancies for a few Boarders.

S. PHILLIPS,
Principal.

August 15, 1851. 416

HIGH SCHOOL OF MONTREAL.

THE CLASSES will recommence STUDY on WEDNESDAY, August 20th, instant, at 9 o'clock. Applications for the admission of NEW PUPILS to be made to the RECTOR, at his Residence, No. 1, Place St. Antoine.

PRIVATE BOARDERS are taken by the Rector and the other Masters.

HEW RAMSAY,
Hon'l Secy.

August 14. 413

Champlain and Saint Lawrence Rail-Road.

PRESENT ARRANGEMENT.

STEAMERS.

FROM MONTREAL.	FROM LAPRAIRIE.
4, A.M., Passengers for Lake Champlain.	6, A.M., Market Passengers.
8, A.M., Freight.	8, A.M., Passengers, or on arrival of Cars.
11, do. Mail and Passengers for Lake Champlain.	12½, P.M., Lake Champlain Pass, or on arrival of Cars.
4, P.M., Freight and Accommodation.	On arrival of Cars from St. Johns.

RAIL-ROAD CARS.

FROM ST. JOHNS.	FROM LAPRAIRIE.
7, A.M., Passengers.	6½, A.M., Passengers for Lake Champlain.
8, A.M., Freight.	10, A.M., Freight.
11, A.M., Mail and Passengers from Lake Champlain.	1, P.M., Passengers for Lake Champlain.
4, P.M., or on arrival of Lake Boat.	6½, P.M., Freight and Accommodation.

SUNDAYS.

Steamers. FROM MONTREAL.	Cars. FROM ST. JOHNS.
3 o'clock, P. M.	7½ o'clock, A. M.
FROM LAPRAIRIE.	FROM LAPRAIRIE.
9 o'clock, A. M., or on arrival of Cars.	4 o'clock, P. M.

A. H. BRAINERD, Superintendent.

RAILROAD OFFICE,
Montreal, Aug. 12, 1851. 418

JUNE & CO.'S GREAT ORIENTAL CIRCUS,

BEAVER HALL.

THE Mammoth Establishment, the largest in existence, and comprising more new and peculiar features than any other Equestrian Exhibition travelling, will EXHIBIT in MONTREAL on August 25th, 26th, 27th and 28th, 1851:—

Price of Admission—Box, 2s. 6d.; Pit, 1s. 3d. Doors open at TWO and SEVEN; Performance will commence at Half-Past TWO and Half-past SEVEN o'clock, P. M.

The Company, on entering town, will be preceded by the Gorgeous Band Car, drawn by EIGHT SYRIAN CAMELS, Imported from Egypt at vast expense, expressly for this Establishment. The Performances will be found to comprise a greater variety of startling and attractive entertainments than have ever before been given by a single Troupe, for the effectual production of which an *unparalleled array of talent* has been secured.

Among the most prominent of the Artistes attached to this Exhibition will be found the names of

LAVATER LEE, the Great English *Equilibrist* and *Double Rider*, and his talented CHILDREN;

MRS. COLE, the celebrated Equestrienne from Astley's, London, who will introduce her new style of Lady Equestrianism, entitled the *Exercises of the Menage*;

M'LLE. CAROLINE SHERWOOD, who will introduce her great Principal Act of Horsemanship;

MESSRS. MACFARLAND and SWEET, the Champion Vaulters of the World;

MR. LIPMAN, the distinguished Dramatic Rider;

MR. C. SHERWOOD, the Rapid Rider;

MR. COLE, the World renowned Contortionist;

MR. W. R. DERR, the celebrated Trainer and Riding Master; and numerous other noted Performers of talent and reputation.

JOHN GOSSIN, the original and inimitable *American Clown*, will appear in all his Laughable Eccentricities.

In the course of each Performance, the TROUPE OF SYRIAN CAMELS will be introduced in a new and magnificent Oriental Pageant, which is placed in the Ring with splendid Costumes and Appointments, entitled the

CARAVAN OF THE DESERT!

Representing the modes of travelling in the East, and an Encampment of Wandering Arabs.

August 18. 415

ODD FELLOWS' HALL.

THE AZTEC LILLIPUTIANS,

MAXIMO AND BARTOLA.

THESE celebrated and truly wonderful specimens of a PIGMY RACE, from CENTRAL AMERICA, will EXHIBIT, as above, for ONE WEEK ONLY, commencing on MONDAY, August 25.

Exhibition Open:—Afternoon from 3 to 5 o'clock
Evening from 7½ to 9½ o'clock

Admission 7½d., without distinction of age. See Small Bills.

August 15. 413

DURKEE'S HIGHLY CELEBRATED BAKING POWDER.

For easily making Bread, Biscuit, Fried, Griddle and Johnny Cakes, Pastry, &c., &c., infinitely better, healthier, whiter, lighter, sweeter, and much quicker than can possibly be made by the old, or any other known process, and at a saving of Fifteen per Cent.

Sold by E. E. SHELTON, Wholesale Agent, No. 170, Notre Dame Street, Montreal; and also by the principal Grocers throughout the city.

August 18. 415

PEARCE'S WATER FILTERS,

NO. 23, WALL STREET, NEW YORK.

THE Public are respectfully informed, that WATER FILTERS, of the most approved construction, are kept constantly on hand at the above Establishment.

New York, August 10, 1851. 412

JOHN KER & CO.'S ESSENCE OF COFFEE,

PREPARED FROM

FULTON'S ORIGINAL CELEBRATED RECIPE.

Acknowledged to be the Finest Article ever Manufactured in Great Britain.

Sold by all respectable Grocers and Druggists in America.

Manufactured and Sold, Wholesale only, by John Ker & Co., at their Store, Common Street, Canal Wharf, Montreal.

None Genuine unless Signed
JOHN KER & CO.

August 12. 410

BABY LINENS, CHILDREN'S DRESSES, LADIES' UNDERCLOTHING,

MORNING GOWNS, NIGHT DRESSES, &c., DRESS SHIRTS, REGATTA SHIRTS, DRESSING GOWNS, NIGHT SHIRTS, &c., &c.

JOHN AITKEN & CO.,
Montreal Outfitting Establishment,
159, Notre Dame Street.

STORAGE AND INSURANCE.

THE Subscriber having REMOVED to the very commodious Stores, "Cuvillier's Buildings," No. 13, St. Sacrament Street, opposite to the Office of Messrs. Gillespie & Co., is now prepared to receive

CONSIGNMENTS

Of POT and PEARL ASHES, which will be Sold, and remitted for, on a very moderate Commission.

RATES:

Flour—1d. per barrel per month.
Pot and Pearl Ashes—2d. per barrel first month, 1d. per barrel each succeeding month.

N.B.—The above rates INCLUDE the charge for insurance against Fire.

CONSIGNMENTS.

Ashes consigned for Sale, will be covered by a Policy of Insurance from the moment they are placed in the Stores for inspection. Commission for selling and paying over, or remitting, very moderate.

LAND AGENCY:

The REGISTRY OFFICE, for the Sale of FARMS, LANDS, and HOUSES, also for the LETTING of HOUSES, will be continued as formerly.

TRUSTEESHIP:

INSOLVENT ESTATES wound up, and BALANCE SHEETS and STATEMENTS prepared, for inspection of Creditors, &c., &c., at a Commission of 2½ per cent., exclusive of Advertising and Handbills.

JOHN G. DINNING,
13, St. Sacrament Street.

August 14. 412

THE Subscriber begs to call the attention of Country Merchants, Farmers, and others visiting Montreal, to his extensive Stock of GROCERIES, WINES, LIQUORS, &c. &c., &c., comprising:—

200 packages Teas, assorted
Sugars, Refined, Crushed, Loaf, and Muscovado
Coffee, Ceylon and Java, Raw and Roasted
Molasses, Tobacco, English Soap
Labor Saving, Montreal, and Brown Windsor Soap
Candles, Sperm, Stearine, and Montreal
Blacking, Paste and Liquid
Patent and other Starch
Brushes, assorted, Copperas, Epsom Salts
Black Lead, Sago, Nutmegs, Chocolate, Shot
Tobacco Pipes, Arrowroot, Whiting
Sugar Candy, Pepper, Alum, Saltpetre, Carraway Seeds
Button Blue, Saleratus, Playing Cards, Indigo
Macaroni, Mustard, Ginger, Raisins, Currants
Sauces, Pickles, Ketchup, assortment of Spices
Boiled and Raw Linseed Oil, Whale Oil, Castor Oil
Window Glass, Orange Peel

—AND,—

Duff, Gordon, Sandeman, and Hunt's Port and Sherry Wines, and Liquors of every description, purchased by a first rate judge, and warranted genuine.

For Sale, Wholesale and Retail, cheap for Cash or approved Credit.

J. S. SUTHERLAND,
Corner of McGill and St. Joseph Streets.

Montreal, August 8, 1851. 407

TOBACCO:—For Sale, 150 boxes of very Superior Tobacco, 5's, 8's, 16's, 32's, and pound lumps.
JOHN LEVEY.

July 12. 384

FOR Sale by the Subscriber:—Matches, Leaf Tobacco, Fancy Clay Pipes in boxes, Meerschaum Bowls, Glass Tubes, Tobacco Bags, Snuff Boxes, &c. JOHN LEVEY.

July 12. 384

HAVANA AND PRINCIPE CIGARS:—Just Received, and for Sale, five cases of Havana and Principe Cigars, of the choicest brands. JOHN LEVEY.

July 12. 384

SELLING OFF

AT 25 PER CENT. BELOW COST.

THE remainder of M. A. & A. BURROUGHS & CO.'S STOCK of DRY GOODS has been REMOVED from their old stand to No. 228, St. Paul Street, (opposite Greene & Son's Hat and Fur Store.) As the whole Stock is positively to be disposed of, it is offered at a reduction of 25 PER CENT. BELOW COST.

Purchasers had better call at No. 228, before closing their assortment elsewhere.

June 25. 389

COMMERCIAL CHAMBERS,

St. Sacrament Street.

THE Subscriber is SOLE IMPORTER of the "highly celebrated" CHAMPAGNE, "BOUZY MOUSSEUX," which he offers for Sale in Bond or Store.

—ALSO,—

"GRAND VIN D'AY,"

and a beautiful lot of HAVANA SEGARS, well worth the attention of Connoisseurs.

E. LAMONTAGNE.

July 2. 373

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 Wines of the best marks, which they will guarantee not to contain any alchoholic 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.,
No. 4, Nun's Buildings,
St. Joseph Street.

July 26, 1851. 26

BOTTLED WINES.—The Subscribers have just received, and offer for Sale, in bond or duty paid, an Invoice of the following choice Wines:—

Sparkling Moselle
Sparkling and Still Hock
Burgundy, Still and Sparkling
Chateau and Haut Sauterne
Clarets, of the best Brands and Vintage
Barsac
Chablis, &c., &c., &c.

In cases of 1 dozen each.

TORRY, CLARKE & CO.

July 28. 39

PORTER AND ALE—250 barrels, in pints and quarts, of GUINNESS & SON'S XXX DUBLIN STOUT, direct from the manufacturers

Hibbert & Co.'s London Stout
Barclay & Co.'s do do

—ALSO,—

Bass's India Pale Ale, in wood and bottle.

TORRY, CLARKE & CO,
2, St. Eloi Street.

July 28. 39

CHAMPAGNES—
Schrider
Heidsieck
Le Cardinal
Ruinart, Pere et Fils
Moets.

In Store, and for Sale.

TORRY, CLARKE & CO.

July 28. 39

MONTREAL FOUNDRY & CITY WORKS.

THE Subscriber is now manufacturing, and will have on hand, at opening of Navigation:—

100 Jobes Chopping and Hewing Axes
100 Platform Scales of different sizes
10 "Kidd's" Patent Portable Grist Mills
Steamboat Stoves, new patterns
Kitchen Ranges of all sizes
Premium Cooking and other STOVES, together with a large and varied assortment of CASTINGS, MACHINERY, &c., which he offers to the Trade and others at his usual low rates, Wholesale.

Having disposed of the Retail Establishment in McGill Street, to Mr. M. BABCOCK, would recommend all who are desirous of a good Stove to give him a call.

C. T. LADD,
William Street, Griffintown.

April 16, 1851. 39

AUCTION SALES.

BY J. G. SHIPWAY.

[illegible]

SCOTCH ALE & PIPES.

BOOTH & CO'S LONDON GIN.—Just arrived and for Sale—Booth & Co's London Gin, in 1 and 3 doz cases.

J. G. SHIPWAY.

TREMONT HOUSE,
BOSTON, MASS.

THIS well known Establishment is still conducted in the same manner it has always been. The central and pleasant situation of the House, its commodious arrangements, and the comforts and luxuries to be found there, combine to render it agreeable and advantageous to the traveller.

[illegible]

FRANCISCO'S RESTAURANT,
BONSECOURS STREET.

[illegible]

THE HAYS' HOUSE,
CORNER OF DALHOUSIE SQUARE AND NOTRE DAME STREET,
IS NOW OPEN,
FOR THE RECEPTION OF VISITORS.
G. F. POPE.

June 19. 364

☞ The Toronto Colonist and Quebec Chronicle will insert the above advertisement for one week, and send account to G. F. Pope.

DONEGANA'S HOTEL.

THIS well established HOTEL, so favorably known during the past Season to Travellers from the United States and Canada, has recently been completely REMODELLED AND REFURNISHED, and received very considerable additions to its accommodations by the ERECTION OF A NEW WING, containing upwards of FIFTY APARTMENTS. [illegible] FINEST VENTILATION [illegible] SQUARE AND THE [illegible] TO THE MOUNTAIN.

It is now under the direction of MR. G. W. BILL, whose long experience at the [illegible] New York, will secure to Visitors every comfort which can be expected from sedulous attention to their wants.

The Books will be under the direction of MR. W. V. COURTNEY, who is well known to all visitors to Montreal; and MR. TETU in charge of the Culinary Department.

Montreal, May 16. 333

COMPAIN'S RESTAURANT,
(Place D'Armes,)
BY JOHN O'MEARA,
LATE OF DOLLY'S CHOP HOUSE.

THE PROPRIETOR of the above establishment begs to inform his Friends and the public, that it will be OPENED on MONDAY [illegible]

NEW CITY GAS [illegible] OF MONTREAL.

NOTICE IS HEREBY [illegible] DIVIDEND of TWO [illegible] PAID to the SHAREHOLDERS, within the COMPANY'S OFFICE, Gabriel Street, [illegible] on and after MONDAY, the FIRST DAY of SEPTEMBER next.

The Transfer Book will be closed between the [illegible] instant, and the 1st September.

By order of the Board of Directors,
W. R. FALCONER,
Manager.

August 9. 409

MONTREAL PROVIDENT AND SAVINGS' BANK.

FOURTH DIVIDEND.

NOTICE IS HEREBY GIVEN, that the Trustees will be prepared to Pay, on and after the FIFTEENTH instant, a FOURTH DIVIDEND of TWO SHILLINGS [illegible]

August 6, 1851.

ROSLIN MILLS [illegible]

DAILY EXPECTED [illegible]

Which the Subscribers will sell at low prices.
GILMOUR & CO.,
No. 9, St. Sacrament Street.

May 7. 330

AUCTION SALES.

[illegible] JOHN LEEMING [illegible]

The terms of payment will be [illegible]. Other conditions will be made known at time of Sale.

☞ Sale at TWELVE o'clock.
JOHN LEEMING.

401

VALUABLE BUILDING LOTS.—Immediately after the above Sale, there will be offered several BUILDING LOTS, on [illegible] Avenue and Neighborhood.

For particulars of which, application to be made to MR. R. McNAUGHT, or to the Subscribers.

LEEMING & S[illegible]

409

JUDSON'S CHEMICAL EXTRACT OF [illegible]

THE most strongly marked and developed [illegible] Pulmonary Consumption, where the [illegible] become diseased and ulcerated, and the case so hopeless, as to have been pronounced by Physicians and friends to be past all possibility of recovery, [illegible]

COUGHS AND CONSUMPTION.

THOUSANDS OF CONSUMPTIVES [illegible]

CARLTON'S RING-BONE CURE [illegible]

CARLTON'S CONDITION POWDERS FOR HORSES AND CATTLE.

CARLTON'S LINIMENT FOR [illegible]

GROCERIES.

FOR SALE by the Subscribers:—Twankay, Young Hyson, and [illegible] Muscovado Sugar, Tobacco, &c. &c.

May 7.