

ings last announced were not here from the commencement; or, even if they have not, that it had not been in contemplation to exhibit them when the public curiosity had been sated with the first series of what we repeat, to be most extraordinary productions of art.

We trust that Mr. Winter will profit by these hints, and if he does make a charge for that which the public were fairly entitled to see in the first instance, at least reduce it one half.

It is singular that in a city like Montreal, and notwithstanding the universal complaint of depression in all branches of trade, the system of high prices should be kept up by those who profess to cater for the public amusement. What can be more preposterous, for instance, nay unreasonable, than to charge five shillings for a Box admission to a second-rate Theatre, when in London the very poetry of theatricals, all that is excellent in the profession, may be seen for the same money. This should not be.

**RAILWAY GUAGES.**—A great deal of discussion on the respective merits of the broad and narrow guage for railways has taken place in England. Each system has its advocates, but, as will be seen from an extract we have elsewhere given, a Bill in favor of the narrow has had a second reading in the House of Lords, and eventually passed through Committee.—This hint may be of use to those who undertake the great work now on the eve of commencement in this country.

*Extract of a Letter, dated Toronto, 10th Aug.*

"We made a voyage of exploration along the northern shore of Lake Superior, and are in possession of nearly all the information the miners had to impart. Mr. Douglas had discovered 3; Mr. Parr, 2; Mr. Shepherd, 18; Mr. Smith, 6; and Mr. Stanard, none worth working. The ore ranged from 80 per cent. to 7. Mr. Stanard had surveyed the shores from the Sault Ste. Marie to 75 miles beyond Michipicottou, and had discovered nothing valuable."

We have received a report of the survey and estimated expense of the Wolfe Island, Kingston, and Toronto Rail-Road. This work is designed to fill up the connecting link between the great chains of rail-roads contemplated in the Eastern and Western sections of Canada. The distance from Kingston to Toronto is 165 miles; from Kingston to the south side of Wolfe Island, 8 miles: total 173 miles. The estimated cost is £5,000 per mile; making an aggregate of £865,000. The day cannot be far distant when these rail-roads will be in successful operation. We feel convinced that improvements of this kind will tend to develop the resources of the country and advance its prosperity to an extent equal to the anticipations of the most sanguine friends of internal improvement.

We understand that the news of the determination to commence the Rail-Road was received with great rejoicings in the Townships, and at Sherbrooke particularly.

A gentleman in town received a letter by the last mail, from a friend in London, in which it is stated that there was a current rumour in the city that Lord John Russell had fixed on his own brother, the Duke of Bedford, as the individual to be honored with the high appointment of Governor General of Canada. The present Duke of Bedford, when Marquis of Tavistock, was a highly distinguished member of the Whig party, and sat for years in the British Parliament. He is a man of enormous wealth, his income being not far short of two hundred thousand pounds a year, and this is the only thing that makes us doubt whether a man in his position would come to this distant dependency of the Empire. Report in town to-day says that Lord Cathcart's suite are selling off their furniture, &c.—*Courier.*

The Rifle Brigade were inspected yesterday on the Old Race Course by Major General Sir James Hope. This is an old corps, one of the most renowned in the British service, during the Peninsular war, when it was the 95th Regiment, looked remarkably well, and went through their inspection and manœuvres with a steadiness which could not be surpassed. They are very fine looking men, almost all English and Scotch, and have the character of being one of the best conducted Regiments in the British Army.—*Ibid.*

We received a note from the Caledonia Springs yesterday, dated Tuesday, August 25, 2 o'clock, p.m., in which our correspondent states that Eaton was just starting on the 979th mile. There is not the slightest doubt but that he finished yesterday. We understand that Eaton declares himself ready to continue the undertaking for some hundred miles more if bets are taken up in his favour.—*Ibid.*

[He has since completed his task.—*Ed.*]

**THE GUAGE.**—On the second reading of the Guage Bill in the House of Lords, the Earl of Clarendon said, he thought that nothing could be more desirable than a uniformity of guage. The question was not one respecting the adoption of a guage for the first time, but how they were to deal with existing circumstances, and how they were to get out of the present difficulties. They had already upwards of 2,000 miles of railway formed upon a guage which a noble lord (Lord Beaumont) called the very worst in existence. That, however, had never been proved. The Commissioners entered minutely into inquiries respecting the merits of the two guages, and they reported in favour of the narrow guage, as being cheaper and better for the conveyance of luggage and merchandise. It was moreover shown, that all foreign engineers who had come over to inspect the English lines before they established their lines upon the continent, after comparing the advantages of the different guages, had adopted the very guage which his noble friend called the very worst in existence. Although it might be considered desirable to collect a large body of engineers together to report upon this subject, he did not think that the result would be anything but such as was calculated to increase the confusion in which they were involved. Amongst the engineers that were examined before the Commissioners, scarcely two of them were found to agree in opinion respecting the guages. Out of about forty engineers who had thus expressed their opinion, he believed upwards of thirty of them had declared themselves in favour of the narrow guage. The Bill was strictly confined and founded upon the resolutions introduced by the late Government, which were unanimously adopted by both Houses of Parliament. He had no other option than to frame a Bill strictly in accordance with those resolutions, which Bill he now thought it was desirable to pass. (The Bill was read a second time, and has since passed through Committee.)

**RAILWAYS IN ITALY—THE POETRY OF ART.**—And not to forget the great wonder of modern time, I hear people talking of a railway across the Lagune, as if it were to poetise Venice, as if this new approach were a magnificent invention to bring the syren of the Adriatic into "the dull catalogue of common things"; and they call on me to join the outcry, to echo sentimental denunciations, quoted out of Murray's hand-book; but I cannot, I have no sympathy with them. To me, that tremendous bridge, spanning the sea, only adds to the wonderful, one wonder more; to great sources of thought, one yet greater. Those persons, methinks, must be strangely prosaic *au fond* who can see poetry in a Gothic pinnacle, or a crumbling temple, or a gladiator's circus, and in this gigantic causeway and its seventy-five arches, traversed with fiery speed by dragons, brazen-winged, to which neither alp nor ocean can oppose a barrier—nothing but a common place; I must see a future fraught with hopes for Venice,—

Twin memories of olden time  
With new virtues more sublime"

—Mrs. Jamieson's Memoirs.

The American Mail of this morning brings no news whatever. Below we give from the *Courier and Enquirer* the last New York market prices:—

#### NEW YORK MARKETS,

Monday, August 24, 1846.

**ASRES.**—The advance noticed last week is established. Pots are selling freely at \$3 56½c, and Pearls at \$4 12½c.

**FLOUR.**—\$4 to \$4 06½ is the uniform price for Michigan and Genesee, and occasionally lots of the former at 9d. under, the market is very quiet. Southern is dull at \$4 12½c. to \$4 25c., except Brandywine which commands \$4 37½c.

**GRAIN.**—The market is a little stiffer for Corn, and Western mixed is selling at 52½c. Oats, are dull at 29c. to 30c. Rye is in demand for distilling and export, and a good sample of old will command 75c. A lot of Southern Wheat sold at 75½c.

**PROVISIONS.**—The market is very quiet for both Beef and Pork, and no change in prices.

The Mail for England, to leave Boston on the 1st September, will be closed at the Montreal Post Office, tomorrow, (Friday,) at Seven, P. M.

### ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

#### NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £4 16s. Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order, of the Board.

THOMAS STEERS,

Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company,  
Montreal, 25th August, 1846.

### ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

#### NOTICE.

THE DIRECTORS of the St. Lawrence and Atlantic Rail-Road Company hereby convene a SPECIAL GENERAL MEETING of the STOCKHOLDERS in the said Company, to be holden at the Company's Office, No. 18, Little St. James Street, in the City of Montreal, on the TWELFTH day of SEPTEMBER next, at the hour of TWO o'clock, P. M. precisely, to take into consideration the demand made upon the Provisional Committee in London by a portion of the Scrip-holders, for the re-payment of their Deposits, and to decide thereon.

THOMAS STEERS,

Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company,  
Montreal, 25th August, 1846.