THE MONTREAL COURIER.

Price Two-Pence.] MORNING EDITION—MONDAY, FEBRUARY 24, 1851. [Vol. XVI.—New Series, No. 298.

DR. MARSHALL'S CATARRH SNUFF,

A SAFE, certain, and speedy remedy, for Hoarseness, Catarrh, Sore Eyes, Inflammation, &c. For Sale by
R. W. HEYDON, McGill Street.
Montreal, November 15, 1850. 259

MEDICAL HALL,

EAST INDIA PRESERVES for Sale:—
Preserved Ginger
Preserved Citron
Preserved Chow-Chow, in jars
—ALSO,—
Preserved Dried Ginger, in boxes
ALEX. URQUHART.
January 28, 1851. 284

MEDICAL HALL.

JUST RECEIVED and FOR SALE:—
Hooper's Pills
Cheltenham Salts
Epsom Salts
&c., &c., &c.
ALEXANDER URQUHART.
November 20. 261

MEDICAL HALL.

JUST RECEIVED and FOR SALE:—
Hecker's Farina
French Gelatine
Genuine Bermuda Arrow Root
Tapioca
Pearl Sago
—ALSO,—
Orange and Raspberry Gum Drops
Liverwort Paste
Jujube Paste,
&c., &c., &c.
ALEX. URQUHART.
November 18, 1850. 256

NEW PERFUMES.

JUST RECEIVED from LUBIN, of Paris, a supply of the following choice PERFUMES:
Extracts Bouquet Jenny Lind
Jockey Club
Marechale
Patouly
Pois d'Odeur
Violette
Bouquet d'Caroline
Rose
Millefleur
&c., &c.
—ALSO,—
Lubin Bandoline
Cere a Moustache
&c., &c.
S. J. LYMAN & Co.,
Place d'Armes.
Montreal, Oct. 16, 1850. 235

PHELPS' PATENT TRUSSES.

The Subscribers have received from Boston a supply of Phelps' Patent Trusses.
Do. do. Abdominals.
Do. do. Supporters and Elastic Chest Expanders.

These articles are all manufactured under the superintendence of Dr. Phelps; for material and workmanship are unsurpassed. In all cases they are warranted to answer the purpose intended.
S. J. LYMAN & Co.,
Place D'Armes,
Agents.
April 28, 1850. 193

DR. PHELPS' TRUSSES.

NO better proof can be given of the superior excellence of Dr. PHELPS' TRUSSES than their rapidly increasing sale. Orders are daily received from all parts of the United States and British Americas, together with testimonials from the highest sources as to their excellent qualities. These Trusses are at once easy to be worn, convenient, durable, and afford immediate relief.
Agents for Montreal,
S. J. LYMAN & Co.,
Place d'Armes.
November 11, 1850. 253

PRIZE MEDICINES.

Drug Warehouse, 194 & 196, St. Paul Street.

MESSRS. WILLIAM LYMAN & Co., having received the FIRST PRIZE and DIPLOMA for "MEDICINAL SUBSTANCES," at the recent Provincial Industrial Exhibition, have on Sale a large and complete Stock of GENUINE DRUGS and MEDICINES, and other articles of family consumption, which will be Sold low, for cash, or approved credit.
December 23. 271

GENUINE ERVALENTA,
FOR CHRONIC CONSTIPATION.

THE Undersigned, at the request of parties acquainted with the virtues of this remedy, have obtained a further supply, and will warrant the article to be the GENUINE FRENCH ERVALENTA. Sold in *sealed packets* of 14 lbs. each.
WILLIAM LYMAN & Co.,
Prize Medicine Warehouse,
194 & 196, St. Paul Street.
December 23. 271

INDIA RUBBER GLOVES.

A FRESH Supply of Superior Wool-Lined INDIA RUBBER DRIVING GLOVES.
WILLIAM LYMAN & Co.,
Drug Warehouse, 194 & 196, St. Paul Street.
December 23. 271

HEALTHY SWEDISH LEECHES.
WILLIAM LYMAN & Co.,
194 & 196, St. Paul Street.
December 23. 271

ARTIFICIAL LEECHES.
WILLIAM LYMAN & Co.,
Corner St. Paul & St. Nicholas Streets.
December 23. 271

TURKISH BLACK SALVE.

UNDER THE PATRONAGE OF THE HONORABLE THE EAST INDIA COMPANY.

THIS SALVE, prepared from the original Receipt, procured from a celebrated Turkish Hakim, (physician) of Smyrna, in Asia Minor, and which has obtained an unprecedented celebrity in Great Britain and the East Indies, from the astonishing Cures performed by it in both these countries, has lately been introduced into Montreal. As might be expected, its popularity has followed it, and its use is becoming general among all classes. The contracted limits of an advertisement necessarily precludes entering into any adequate detail of its merits, but, for the information of the public, it is intended to publish, from time to time, such statements of cures as have or may occur. It has been used for the following complaints with the most complete success:—Such as Swollen Glands, Broken Breasts, White Swellings, Whitlows, Scalds from Steamboat explosions, or other causes, Burns, Fever Sores, Scrofulous Sores, Sore Nipples, Carbuncles, Scald Head, Gun-shot Wounds, Bruises, Boils, Freebites, Wens, Chilblains, Ulcerated and Common Sore Throats, and Bunions. If used in time, it will prevent or cure Cancers, also, Swellings arising from a blow on the Breast, Ring Worm, Pains in the Back, Rheumatism, Gout, Pains in the Chest, Palpitation of the Heart, Complaints in the Liver, Spine, Heart and Hip, Rushing of Blood to the Head, Swelled Face and Toothache. In fact, it is impossible to enumerate half the complaints that have been cured by the application of this Salve.

Sold in Montreal by S. J. LYMAN & Co. Place d'Armes; SAVAGE & Co., Notre Dame Street; URQUHART & Co., Great St. James Street; W. LYMAN & Co, St. Paul Street, and in all the principal Cities in Canada.
September 5, 1850. 200

F. P. LEVINE,

(LATE OF THE OTTAWA HOTEL, McGILL STREET,) INFORMS his Friends, and the Public generally, that he has opened the Commercial Connections Establishment, the "EXCHANGE COFFEE-HOUSE," hereafter so favorably known as "GOODENOUGH'S."

The House and Premises have lately been put in thorough repair, and a Wing added thereto, for the purpose of affording additional accommodation.

His Table will be supplied with the Choice of the Market, his Wines and Liquors unexceptionable.

His extensive Stabling will admit of accommodating far more Horses than at his former Hotel.
Montreal, January 15, 1851. 281

DONEGANA'S HOTEL,
NO. 19, NOTRE DAME STREET,
MONTREAL.

THIS above HOUSE, being situated near the PARADE GROUND, DALHOUSIE SQUARE, THEATRE ROYAL, and within a few doors of the FORMER HOTEL, so favorably known by the above name—will be ready for Visitors early in May, under the Management of the Subscriber, who assures them that, in point of comfort, it shall be second to none on this Continent.
GEORGE F. POPE.
Montreal, April 17, 1850. 85

HEAD QUARTERS.

FRANCIS FRANCISCO

HAVING taken the above well-known ESTABLISHMENT, begs to solicit a share of Public patronage, and to assure those who may honor him with their support, that he intends to keep every thing of the very best quality.

F. F. trusts that his experience will enable him to give perfect satisfaction, he having been for some time Cook in the above Establishment; and as he intends giving that department his personal superintendence, he trusts that Gentlemen visiting the City will favor him with their patronage.

FRESH NEW YORK OYSTERS constantly on hand.

N. B.—LUNCHEONS supplied at ANY HOUR.
BONSECOURS STREET,
Montreal, October 9, 1850. 223

UNITED STATES HOTEL,
BY L. H. BARBER.
MAIN STREET, ST. ALBANS, VERMONT.
March 8, 1850. 68

THOMAS E. LOVETT & Co.,
GENERAL COMMISSION MERCHANTS,
42, *WATER STREET, NEW YORK.*
T. E. LOVETT,
J. K. BETHUNE,
J. DEWAR.
January, 1850. 51

FOWLERS & WELLS, PHRENOLOGISTS, No. 131, Nassau Street, Clinton Hall, NEW YORK, Publish Works on Phrenology, Physiology, Physiognomy and Magnetism. Verbal and Written Descriptions of Character, furnished when desired.
ORSON S. FOWLER,
LORENZO N. FOWLER,
SAMUEL R. WELLS.
January, 1856. 12m—49

VETERINARY HOSPITAL.

MR. TURNER (late acting V. S. to H. M.'s 7th Regiment of Hussars) begs to inform his numerous Friends, that he has, in compliance with their wish to that effect, RESUMED his PRACTISE as a VETERINARY SURGEON, and is for the present to be found at Mr. PATERSON'S Stables, in rear of Little St. James Street. Mr. TURNER hopes, in a short time, to make arrangements for larger Premises, a Shoeing Establishment, &c.
Montreal, August 23, 1850. 189

GEORGE ARMSTRONG,
CABINET-MAKER & UPHOLSTERER,
CORNER OF McGILL & CRAIG STREETS,
(Haymarket Square,)
MONTREAL.

G. A. has REMOVED to the above Stand, and begs leave respectfully to tender his thanks to his Friends, and the Public generally, for the liberal patronage they have hitherto bestowed upon him, and hopes, by strict attention to Business, and promptitude in execution of Orders, to merit a continuance thereof.

N. B.—FUNERALS attended to.
August 29, 1850. 194

PIANO TUNING.

REGAR, being no longer in the employ of MEAD, BROTHERS & Co., has made arrangements to REPAIR and TUNE PIANOS on his own account.

Orders may be left for him at Mr. BROWN'S PIANO FACTORY, George Street, (off Craig St.)
Montreal, December 6, 1850. 264-f

DANCING ACADEMY,

W. B. LEVINE informs his Friends and the Public, that he has RESUMED his CLASSES for DANCING, on MONDAY, WEDNESDAY, and FRIDAY evenings, at the EXCHANGE COFFEE-HOUSE, St. Paul Street.
Families and Schools attended.
Montreal, November 8, 1850.

MR. McDONALD begs to intimate to the Young Ladies and Gentlemen of Montreal, that, having completed his arrangements for the Season, his CLASSES will meet on MONDAY, WEDNESDAY, and FRIDAY EVENINGS, at his DANCING ACADEMY, (RIALTO ROOMS,) 49, Notre Dame Street.

A JUVENILE CLASS on Tuesday, Thursday, and Saturday AFTERNOONS, from 4 to 6 o'clk.
Montreal, October 23, 1850. 241

C. DORWIN,
EXCHANGE AND MONEY BROKER,

OFFICE, No. 24, ST. FRANCOIS XAVIER STREET, MONTREAL.

COLLECTIONS MADE and CASH ADVANCED on NEGOTIABLE SECURITIES; AMERICAN and UPPER CANADA BILLS, DRAFTS on NEW YORK BOUGHT and SOLD on the most reasonable terms.

Also, DRAFTS on BOSTON FOR SALE.
April 15. 84

THE highest Market Price paid for AMERICAN BANK NOTES.
C. DORWIN.
Montreal, November 4, 1850. 250

MONTREAL BATHING ROOMS,
No. 23, McGILL STREET,

WILL BE OPEN EVERY DAY, during WINTER, from SEVEN o'clock in the Morning till NINE o'clock at Night.
H. ENNIS.
December 6. 264

NOTICE.

CORKS, CORK SOLES, and CORKWOOD, of all descriptions, constantly on hand, and for Sale, Wholesale and Retail, by
GEO. B. PEARSON,
3, St. Joseph Street, near McGill Street.
Orders executed, at the shortest notice, to any extent.
March 4, 1850. 66

LIVERPOOL SOAP:—500 Boxes ex "St. Andrew," for Sale by
DAVID TORRANCE.
October 7. 227

NORTHERN (OGDENSBURGH) RAILROAD.

WINTER ARRANGEMENT.

CHANGE OF HOURS!

ON and after THURSDAY, December 26th, 1850, TRAINS will run as follows:—
ACCOMMODATION TRAIN leaves Ogdensburgh at 8 o'clock, A. M.; arrives at Rouse's Point at 3, P. M.
EXPRESS TRAIN leaves Ogdensburgh at 2, P. M.; arrives at Rouse's Point at half-past 7, P. M.
EXPRESS TRAIN leaves Rouse's Point at 8, A. M.; arrives at Ogdensburgh at half-past 1, P. M.
ACCOMMODATION TRAIN leaves Rouse's Point at 1, P. M.; arrives at Ogdensburgh at 8, P. M.
CHARLES L. SCHLATTER,
Superintendent.
December 26, 1850. 280

WINTER ARRANGEMENT.

RUTLAND & BURLINGTON RAIL-ROAD.

CHANGE OF HOURS.

TWO TRAINS DAILY TO BOSTON, TROY AND NEW YORK!

ON AND AFTER MONDAY, JANUARY 20, 1851,
EXPRESS TRAIN leaves BURLINGTON at EIGHT o'clock, A. M.
ACCOMMODATION TRAIN leaves BURLINGTON at a QUARTER PAST TWELVE o'clock, P. M.

Passengers taking EXPRESS TRAIN will connect at Rutland with Railroad to Troy—arriving at 3, P. M.; thence by Cars to New York City, arriving at 11.30, P. M., *of same day.* Also connecting at Keene with Ashuelot Railroad—thence *via* Springfield to New York City, arriving at 11.25, P. M., *of same day.* Also connecting at Fitchburg with Railroad to Worcester—thence by Cars to Allyn's Point and New York City, arriving at 5, A. M., *of following day.* Passengers for Boston will arrive at 6, P. M., *same day.*

Passengers taking ACCOMMODATION TRAIN will connect at Rutland with Cars to Troy, arriving at 7, P. M., same day—or to Schenectady, arriving in season to take EVENING EXPRESS TRAIN from Albany to Buffalo—or lodging at Keene, connect at 7.20, A. M., with Ashuelot R. R., thence *via* Springfield to New York City, arriving at 4.30, P. M., of following day—or at Fitchburg with Train to Worcester. Passengers for Boston will arrive at 2, P. M., following day.

Passengers from Montreal will take Stage at Montreal for Plattsburgh and lodge—arriving at Burlington per Steamer *Sarnac* from Plattsburgh in season to take the Express Train at 8, A. M.—thence through to Boston at 6, P. M.—or to New York, with choice of routes, at 11.25, P. M., of same day, being the shortest and quickest route between Northern New York or Canada and Boston, New York City, or intermediate Stations.

Ample time at Bellows' Falls for Dinner each way!

Tickets to Boston, Lowell, Worcester, Springfield, or to New York City by any of the above routes—or to Troy, Albany, Schenectady, Buffalo, and intermediate Stations, can be procured of H. D. DOANE, Agent, 24, McGill Street, Montreal.
L. BIGELOW, Superintendent.
January 25, 1851. 286

FARE REDUCED.

1851. WINTER ARRANGEMENT. 1851.

ROYAL MAIL LINE.

MONTREAL, PRESCOTT, KINGSTON, AND TORONTO.

THE Subscriber begs leave to inform the Public, that *the arrangements of this Line are now completed,* and trusts that they are such as to warrant a continuance of that patronage so long and so liberally bestowed on him.

An ACCOMMODATION LINE having been established between COBOURG and TORONTO, (in connection with the Mail Line,) leaving both places EVERY MORNING at EIGHT o'clock, giving Passengers the privilege of *remaining over night at Cobourg,* and proceeding by the Accommodation Line the following Morning, WITHOUT EXTRA CHARGE—the Fare being reduced to an unusually low rate, and being provided with comfortable and commodious COVERED SLEIGHS, renders the Mail Line unequalled for cheapness and comfort.

RATES OF FARE.

Montreal to Prescott, and vice versa	$ 3
Montreal to Kingston, and vice versa	$ 7
Montreal to Cobourg, and vice versa	$12
Montreal to Toronto, and vice versa	$16

The Stage leaves as follows:—

UPWARDS.

Leaves Montreal daily, Sundays excepted, at Noon, and on Sundays at 10½ o'clock, A. M., arriving at Prescott at 7 o'clock the following Morning, and Kingston at 5 o'clock in the Afternoon; leaves Kingston at 7 o'clock, A. M., arriving at Toronto the following day at Noon.

DOWNWARDS.

Leaves Toronto daily at 8 o'clock, P. M., arriving at Kingston the following Night at 11 o'clock; leaves Kingston at 8 o'clock, A. M., arriving at Prescott at 3 o'clock same Evening, and Montreal the following Afternoon at 2 o'clock.

EXTRAS furnished at short notice, on reasonable terms.

AGENTS.

Alexander Milloy ..... Montreal.
Charles Greenwood ..... Kingston.
Lorenzo R. Weller ..... Toronto.

WM. WELLER,
Proprietor.

UPPER CANADA STAGE OFFICE,
40, McGill Street,
Montreal, January 8, 1851. 278

DAGUERREOTYPE.

MR. DOANE begs respectfully to acquaint his friends and the public that, by the aid of a recent improvement, he is enabled to take Pictures almost instantaneously, so that the expression of the countenance may be retained more accurately than by a long sitting. Children may be taken with much more certainty than heretofore.

He has for sale a large supply of Daguerreotype material, including a quantity of the finest French Plates, lately imported from France. Also Buffs for taking instantaneous Pictures.
August 28, 1850. 193

CUTLERY.

WM. WARREN, CUTLER, and IMPORTER OF HARDWARE, 168, *West End, Notre Dame Street,* (Sign of the Golden Scissors,) Montreal, has constantly on hand, from the best Makers in England and America, a choice assortment of very superior Pen Knives, Scissors, Table Knives and Forks, Warranted Razors, Surgical Instruments, Joiners' Tools, Cast Steel Files, Magic Razor Strops, Rupture Bandages, and House-Furnishing Hardware—the whole of which will be disposed of Ten per Cent. lower than the same quality of Articles can be purchased in this City.

Every description of Cutlery Ground, Set, and Repaired, in the best manner.
Montreal, September 7, 1850. 202

P. O. DEMARAY, ADVOCATE, No. 6, Corner St. Lawrence and Fortification Streets, Montreal.

Mr. P. O. Demaray will attend the St. Johns Circuit Court.
January 13, 1851. 280

MACRAE & WOOD,
ADVOCATES,
No. 23, Little St. James Street, Montreal.
GEORGE MACRAE.
D. R. WOOD.
June 5, 1850. 122

W. E. HOLMES, ADVOCATE, heretofore of the firm of Rose & Holmes, will hereafter practice alone. Office, 25, Little St. James Street.
Montreal, Oct. 14, 1850. 233

DR. MACDONNELL, RADEGONDE STREET, HAY-MARKET.
Montreal, December 7, 1850. 262

ART UNION [illegible]

Licensed by Act of Parliament.
New Subscribers [illegible] at Glasgow, 36, Argyle Arcade.
Price [illegible]

[illegible]

His GRACE THE DUKE OF HAMILTON, BRANDON AND CHATELHERAULT,
President.

His Grace [illegible]

[illegible]

Committee of Management.

The Hon. Sir JAMES ANDREW, Lord Provost of the City of Glasgow.
A. G. MACDONALD, Esq., Professor of Chemistry, Glasgow.
JAMES A. CAMPBELL, Esq., Glen Farm, Renfrewshire.
JOHN EATON REID, Esq., Glenwood.
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DAVID CRAMMOND, Esq., Colin Campbell.
Sir ARCH. CAMPBELL, Bart., D. Cuthbertson, Esq.
Sheriff ALISON. Charles H. Wilson, Esq.
JAMES LEITCH, Esq. Elias Dun, Esq.
THOMAS DAWSON, Esq., Alex. Harvie, Esq.
A. HARROWER, Esq., Paisley.
HENRY BROCK, Esq., Treasurer.
C. HAMILTON, Esq., and C. W. BROWN, Esq., Honorary Secretaries.
Mr. ROBERT ALEXANDER LISTON, Acting Secretary.

MEMBERS for this Year, in addition to receiving a Copy of the beautiful Line Engraving of "HAGAR AND ISHMAEL," after Sir C. L. EASTLAKE, are entitled to a chance of receiving one of the following Works of Art, at the Annual Distribution in April next:—

THIRTY-NINE PAINTINGS, as follows:

Edinburgh, News of Battle after Flodden, by Thos. Jones Barker	£130	0	0
"Round him rush the people crying, 'Tell us all, oh, tell us true! Where are they who went to battle, Randolph, Murray, sworn to you? Where are they, our brothers, children? Have they met the English foe? Why art thou alone, unfollowed? Is it weal, or is it woe?' Like a corpse the grisly warrior looks from out his helm of steel; But no word he speaks in answer, only with his armed heel Chides his weary steed, and onward up the city streets the rider; Fathers, sisters, mothers, children, shrieking, praying by his side. 'By the God that made thee, Randolph! tell us what mischance hath come;' Then he lifts his raven banner, and the saker's voice is dumb." Evangeline in the Church, by C. Lucy	£ 80	0	0
The Portfolio, by D. McNee	65	0	0
Distant View of Windsor Castle, by F. H. Henshaw	60	0	0
Rome, by G. E. Herring	60	0	0
Hay-Makers Resting, Ben-Nevis, Inverness-shire, by T. M. Richardson	55	0	0
Villagers at a Well in Italy, by Clement Burlison	50	0	0
Detaining a Customer, by Robert McInnes	50	0	0
A Welsh Lane, by H. J. Boddington	35	0	0
Ruined Tower, Castle of Pau, Pyrenees, by W. Oliver	25	0	0
The Wife's Appeal, by Daniel Munro	25	0	0
Scene on the River Tagus, by Geo. Simson	22	0	0
Landscape and Cattle, Devonshire, by William Shayer	21	0	0
The Dhu Loch, on Balmoral Estate, by A. Penley	21	0	0
View of Benvoirlich, sun head of Loch Lomond, by Copley Fielding	21	0	0
Easby Abbey, by J. Peel	21	0	0
Rydal Water, by Henry Jutsum	20	0	0
Barges on the River Irwell, by Samuel Bough	17	10	0
The Harsh Note, by W. Hemsley	17	0	0
A Dutch Gallipot, by E. Hayes	16	0	0
Tuscan Farmer's Daughter, by Alfred Woolmer	15	0	0
Fruit Piece, by W. Duffield	15	0	0
Resting by the Wayside, by William Shayer	12	0	0
New Forest, near Lymington, Hampshire, by C. Narsmith	12	0	0
Mischief, by Samuel Edmonston	12	0	0
The Hindoo, by John Ritchie	11	0	0
View near Loch Buron, Inverness-shire, by John Williams	8	0	0
The Sun-gleam, Arran in the Distance, by Walter Paton	8	0	0
Fishing Boats Arriving, by Frederick Godby	8	0	0
On the Coast, Bonchurch, Isle of Wight, by Alfred Vickers	6	0	0
Landscape, with Cattle, Vale of Clwydd, by Alfred Vickers	6	0	0
A Winter Morning, by Henry Shirely	6	0	0
Gipseys, J. A. Puller	6	0	0
Loch Long, from Ardentinny, by William Taylor	6	0	0
Dunure Castle, by A. McDougall	5	0	0
Kirkcudbright Harbor, by a Lady Amateur	4	0	0
Foot of Cowgate, Edinburgh, Cardinal Beaton's House on the Left, by H. G. Duguid	3	0	0
Robertson's Close, Grassmarket, Edinburgh, by H. G. Duguid	3	0	0
Sunshine and Shower, by John Cairns	2	0	0
	£959	10	0

FORTY PARIAN STATUETTES, of the following Subjects:

Love restraining Wrath, modelled by W. Beattie	6 Copies.
Bust of Michael Angelo, from the Antique	1 Copy.
Bust of Raphael, from the Antique	1 Copy.
Prodigal's Return, modelled by W. Theed	10 Copies.
Atilla and Latake, modelled by T. Pollet	4 Copies.
Rebecca, modelled by W. Theed	6 Copies.
Cupid and Psyche, from the Antique	2 Copies.
Miranda, modelled by John Bell	10 Copies.

ONE HUNDRED Artists' Proofs of "HEIDELBERG," after J. M. W. TURNER, R. A., engraved by PISOM.

ONE HUNDRED and SEVENTY-NINE PRIZES in all, the Cost of which amounts to about £1,150.

The Committee hope that, by the liberality of the Patrons of Art, and the Public generally, they will be enabled to add considerably to the number of Paintings in the Prize List.

Subscribers of more than One Guinea have the choice of selecting, for each additional Guinea, one of the following Engravings, being Prints already issued by the Society, viz.:—"THE HERMIT," "ITALIAN SHEPHERDS," "PRINCE CHARLES EDWARD," "HARVEST," "MAY MORNING," and "WHITTINGTON," or, in lieu thereof, taking a Proof Impression of the Engraving for the Year.

SUBSCRIPTIONS will be received at the OFFICE of the SOCIETY, 36, Argyll Arcade, Glasgow, by any of the MEMBERS of the COMMITTEE OF MANAGEMENT, and by the HONORARY LOCAL SECRETARIES appointed throughout the Country.

SUBSCRIPTIONS will be received at the STORE of CAMPBELL, BRYSON, Bookseller and Stationers, No. 34, St. Francois Xavier Street, AGENT for British North America.
Montreal, February 10, 1851. 289

NEW BOOKS.

JUST RECEIVED and for Sale, at SADLIER'S Cheap Cash Book Store:—

Harper's Magazine for September, 1s 3d	
International do do 1s 3d	
Lingard's History of England, 13 vols, London Edition, 60s	
Recollections of a Parliamentary Career, by John O'Connell, 2 vols, London Edition, price only 10s	
Shakespeare's Works, with 40 illustrations, an elegant Edition, price only 12s 6d	
Swift's Works, 2 royal, 8vo vols, London edition, 28s 3d	
Sheridan's Speeches, 2 vols, do do, 25s	
Grattan's do 1 vol, do do, 10s	
Curran's do 1 vol, do do, 10s	
Shell's do do do, 10s	
Huskisson's do do do, 25s	
Cosmos, by Humboldt, 2 vols, 8s 9d	
Pinkerton's History of Scotland, 2 vols, 16s	
Millengen's History of Duelling, 2 vols, 16s	
Scott's Bible and Commentary, 3 vols, 20s	
Robinson's Scripture Characters, 1 vols, London Edition, 10s	
Dunlop's Memoirs of Spain, 2 vols, do, 12s 6d	
Wilmot's Switzerland, 2 vols, 12s 6d	
History of the Conquest of Mexico, by Lockhart, 2 vols, 12s 6d	
Trumbull's Travels in China, 7s 6d	
Lettres Instructives et Memoires de Marie Stuart, 7 vols, (in French,) elegantly bound in half morocco, 40s	
Hume's History of England, 6 vols, 12s	

In addition to the above, we have over 50,000 volumes of Books, comprising in part Works on Law, Medicine, History, Biography, Travels, Poetry, Fiction, &c., which we offer or sale cheaper than any establishment in Canada.

☞ A Discount of TEN PER CENT. taken off all purchases of £5 and upwards, and 20 per cent. off all purchases of £25.

D. & J. SADLIER,
179, Notre Dame Street.
September 12. 207

FOUND,—A BUFFALO ROBE. The owner can have it, by proving property and paying expenses. Apply at this Office.
February 3, 1851. 289

The Well of St. Keyne.

An amusing tale relating to the Well of St. Keyne, Cornwall, was written by Southey, and originally published many years ago; it has great merit, and is as follows:—

A traveller, as the West country
And a shower one never was seen,
There is not a rill in the West country,
But has heard of the well of St. Keyne.

An oak and an elm tree stand beside,
And behind does an ash tree grow,
And a willow from the bank above
Dangles the water below.

A traveller came to the well of St. Keyne,
And pleasant it was to his eye,
For from each crow he had been travelling,
And there was not a cloud in the sky.

He drank of the waters as cool and clear,
For thirsty and hot was he,
And he sat him down on the grassy bank,
Under the willow tree.

Then came a maid from the neighboring town,
At the well to fill his pail,
By the well side he rested it down,
And hailed the stranger hail.

"Now art thou a bachelor, stranger?" quoth he,
"Or if thou hast a wife,
The happiest draught thou hast drank this day,
That ever thou didst in thy life.

"Or has your good woman, if one you have,
In Cornwall ever been?
For and if she has, I'll venture my life
She has drank of the well of St. Keyne."

"I left a good woman, who never was here,"
The stranger he made reply;
"But that my draught should be better for that,
I pray thee answer me why?"

"St. Keyne," quoth the countryman, "many a time
Drank of this crystal well;
And before the angel summoned her,
She laid on its waters a spell.

"If the husband of this gifted well
Shall drink before his wife,
A happy man thenceforth is he,
For he shall be master for life.

"But if the wife should drink of it first,
Alas for the husband then!"
The traveller stooped to the well of St. Keyne,
And drank of its waters again.

"You drank of the water, I warrant, betimes?"
He to the countryman said;
But the countryman smiled at the stranger,
And sheepishly shook his head.

"I hastened as soon as the wedding was o'er,
And left my good wife in the porch;
But, faith! she had been wiser than I,
For she took a bottle to church!"

Lachine Railroad.

The Stockholders of the Lachine Railroad having passed a Resolution expressing their desire that their President, Mr. Coffin, should put in writing the remarks he made at their Public Meeting on the 18th instant, that gentleman has done so. We have much pleasure in publishing it, for the gratification of Stockholders, whom distance may have prevented attending the meeting:

WILLIAM F. COFFIN, Esquire, President of the Company, opened the proceedings, by stating briefly the usual objects of the Annual Meeting. The Report of their Directors on the proceedings of the last year, the present state and condition of the road, and the future prospects of the Company, as well as the Report of the Auditors on the last year Accounts, would be read to them by their Secretary. With reference to the Report of the Directors, he would wish to make a few introductory remarks. He would call their attention first to the work that had been done during the past year, on the superstructure of their Road,—in completing the capacious Engine House, contiguous to the terminus,—in filling in the same, built as it was, in fact, upon piles some six feet above the natural surface of the ground,—and in filling in the side track, connecting the Engine House with the main track of the Road, and furthermore in completing and furnishing a very convenient and well arranged work or machine shop. By employing the Locomotive power, and the servants of the Road, during the intervals of the regular trains, in fact, in working off the waste steam, or steam that would otherwise have been waste, 5000 square yards of earth had been laid down on this spot, during the last summer, at a cost of three-pence per yard. The contract price for doing the same work, had been 1s. 3d. per yard, and indeed a contract had existed between the Company and Munro & Co., for completing this description of work at that price. Finding, however, the superior cheapness and convenience with which the Company could do its own work, the Directors had induced Munro & Co., to rescind their contract, and had purchased from the Contractors a side track, connecting the main track with a bed of gravel, the property of the Company, and fourteen gravel cars for £250, and had hoped thereby to complete the ballasting of the road, where required at one-fifth of the cost originally contemplated. He requested the proprietors present, before leaving the terminus, to visit the Engine House and Machine Shop, and judge for themselves of the work done, and the completeness of their establishment. He would next congratulate them on the improved and improving state of their undertaking, and, to show the improvement, he would give a few details. The number of passengers who passed over their Road were, in 1849, 94,972; in 1850, 115,768, being an increase of 20,796; while in freight the tonnage of 1850 had been 5,867 tons as compared to 3,299 tons of 1849, being an increase of 2,560 tons over the tonnage of the preceding year. The gross receipts of the road had consequently augmented from £5361, in round numbers, to £8285, showing a clear improvement over 1849 to the extent of £1024. This had enabled the Directors to pay £1941, interest of debts, £417 as dividends of 8 per cent on the paid up instalments of Guaranteed Shares; to declare further a dividend of 2 per cent on the Original Stock, payable that day to the proprietors, and yet have a reserve fund of £2400 at the future disposal of the Company. He was happy also to inform them that these improvements had been effected, and these objects attained without additional expense in the running of the road. The proprietors would recollect the appointment of a Committee, in 1848, and the expression of their opinion, that the running expenses of the road might be reduced to £12 10s per diem, although it was doubted if it could be reduced lower. Nevertheless, by great care and economy, it had in 1849 been reduced to £11 12s per diem, and this year, (1850) notwithstanding the increased business, it had actually been reduced 2s per diem lower still, or to £11 10s per diem. It was not, however, sufficient merely to show them that these expenses had been less in 1850 than in 1849, and in 1849 than in 1848. It was necessary to go further, and show what these running expenses were, as compared with similar expenses on other roads in other parts of the world. He had been at some pains to find data, and had fortunately obtained evidence of the very best description in a Report of a Committee of the Senate of the Massachusetts Legislature appointed to investigate the subject of the State Railroads in 1849. He read from this Report, among other things, that the expense of working Railroads in England is less than 50 per cent of the gross earnings, while the expense of working the Massachusetts Road is a fraction over 54 per cent. By a [illegible] of the running expense of the Railroads in the State of New York as compared with the gross receipts, we find the average cost of running 43 per cent, while there, that is to say the state of Massachusetts, the Montreal and Lachine Railroad, [illegible] the average length of [illegible] It would cost [illegible] to collect the tolls than to run cars. The result of the matter was this, that the Lachine Railroad was worked, six per cent cheaper than [illegible] per cent cheaper than [illegible] and at one per cent [illegible] of the roads in New York, but [illegible] when reference to the comparative length of the roads. Under the head of "maintenance of Way," they would find the year's reduction from £2025 of 1849, to £465—or a clear reduction of £2375 and yet much work had been done on the road in the way of repairs, strengthening and re-ballasting the road way; indeed, he would affirm that the road was in better order than it had ever been, that their running gear was in the best state, exhibiting little or no sign of "wear and tear," which he ascribed to the moderate pace at which the trains were run. He only wished that their cars and locomotives had a more extended opportunity of exhibiting "wear and tear", and this brought him more nearly to the important subject of extension. He regretted that had been brought under their notice at the last Annual Meeting, in a crude form—first, of the extension by St. Eustache and Grenville, on the Ottawa to Prescott, and secondly, the extension and connexion by way of Caughnawaga, with Plattsburg, Burlington and Boston, and thence by steamer [illegible] New York. With respect to the Prescott extension, he would remind the proprietors that they had obtained during the last session of the Legislature, an act authorizing an extension to Prescott, and in consequence of their vote at the last Annual Meeting, a survey had been made of the first section of the route to St. Eustache. Circumstances had unfortunately precluded further action on the part of the Corporation. He regretted it much personally. He could have wished that this Corporation had taken the initiative in the matter. It had now become a matter of public concernment. Their fellow citizens generally had taken up the matter, and appointed a Committee to report both on the expediency of such extension and upon the line of route. The line of route was therefore now an open question. It was impossible to suppose but that the Lachine Road must form a part of the trunk line, let it take what direction it may, so long as the point of departure is Lachine: but it was well for them to keep in mind that this is not an unavoidable consequence. He could easily conceive that a plan might be designed by which the Lachine Corporation might be omitted from forming part of such extension, except upon the most humiliating or injurious terms; and it was impossible to say, at this moment, to what hands the further management of the Prescott or Kingston project might be confided. He had his own peculiar notions on the subject, but as President of their Company, and so long as he remained so, all such notions must and would be by him held subordinate to the interests of that Company. It was the duty of the Company to look ahead, and to fortify their position from any attack, come from what quarter it might, and the best way was by putting themselves in a position of independence, so as, in fact, to be indifferent to any extension not made in connection with them; always ready to unite, be it observed, on honorable or fair terms, but superior to dictation or extortion, if contemplated or attempted.—At present he would advise that the Company should await the Report of the Provincial Committee, to be made on the 4th March next, and act according to circumstances, remembering that they had always the power of extending Westward by way of St. Eustache and Grenville, and that before they were called upon to decide they would probably have already established another if not a more important connection and extension. To that extension he would now advert. He alluded to the extension from the Indian village of Caughnawaga to Plattsburg by the instrumentality of the Lake St. Louis and Province Line Railroad on our side of the frontier, and of the Plattsburg and Montreal Railroad Company on the other. Gentlemen were aware of the immense advantage possessed by this corporation in the open ferry between Caughnawaga and Lachine. Attempts had been made to raise a doubt as to the existence or practicability of this ferry. At a distance this might serve a certain object.—Here it would be ridiculous. A man here would as soon doubt his own identity as the practicability of the ferry. The ferry had continued open, during this, a season of unusual severity. It was open at this moment, to the knowledge and conviction of every man. The Corporation had by charter the right to navigate this ferry, and so connect with the Lake St. Louis and Province Line Railroad. Gentlemen of Montreal, but more especially members of their Board had subscribed $80,000 towards this project—some $15,000 or $20,000 was expected along the line, and the Hon. Mr. Perrier and himself had just returned from Plattsburg, and had put the matter in such train as to secure the completion of this design. He would, however, at this moment call on the Proprietors of the Montreal and Lachine Road to do something more towards this project. He could wish to see some £5000 or $20,000 more of stock in the hands of the Lachine proprietary, to enable them to have their proper weight and influence in the Lake St. Louis Line, and he would state a few facts with reference to this line, both to exemplify its probable influence on the value of the Lachine Road as well as to prove its unquestionable success as a speculation. It was proposed to complete the connection with Boston by means of the Burlington and Rutland Road. He trusted that it would not be looked upon as an undue interference with the affairs of another corporation, if he mentioned that the Rutland and Burlington Railroad connecting Burlington with Boston, stood in a position of evident disadvantage with reference to other and competing lines, so far as Western travel and traffic was concerned