

**TEMPERANCE AND ITS ENEMIES.**—In a report given by the *Montreal Witness* of a Temperance Meeting lately held at Point St. Charles we find the subjoined singular statement made by one of the speakers:—

"He believed if anything would tend to elevate and alleviate the working classes, it was Temperance. The chief opponents of this cause were to be found among the wealthy, while the humble classes were generally prepared to assist it because they suffered most from the fearful effects of strong drinks."

Is it wise, even if the allegation of the general hostility of the wealthy to the cause of Temperance be true, thus to attempt to array class against class, the poor against the rich? To vilify the latter by holding them up to public execration as the enemies of Temperance, and therefore as drunkards, and the advocates of drunkenness?

But again is the allegation true?—Is it the fact that, as a general rule, the wealthy are more opposed to the cause of Temperance, or in other words are more addicted to intemperance than are the poorer classes of society—than those whom the speaker designated as the "working classes"? We say at once that the allegation is false; that though amongst the wealthy, or what is called the upper stratum of society there is far too much drunkenness, yet as a general rule its members are not such hard drinkers, are not so addicted to intemperance, and are therefore not so much opposed to the cause of Temperance, as are their poorer and less fortunately situated brethren. Indeed with strange disregard of consistency the speaker from whom we have quoted admitted this; for immediately after denouncing the wealthy as the "chief opponents of Temperance," he went on to say that they who "suffered most from the fearful effects of strong drink" were the "humble classes."

The drunkard or the intemperate man is the "chief opponent of Temperance," the sober or temperate man, alone, is the real friend and support of the cause; and the assertion that such a man, or such a class of society is the "chief opponent of the Temperate cause," is equivalent to asserting that he or it, is habitually addicted to intemperance or drunkenness. If therefore the "wealthy classes" were the "chief opponents of Temperance" it would be amongst their ranks, and not amongst these of the friends of Temperance, that is to say the habitually temperate and sober, that would be found the greatest amount of suffering "from the fearful effects of strong drink."

The *Witness* will we hope pardon us for hinting to him and his friends, that next to the drunkards or intemperate, the most dangerous enemies to the Temperance cause are they who advocate it by means of false statements and bad logic. The trash that is habitually uttered at those Meetings which our contemporary delights to report, is almost enough to disgust any rational man with the very name of Temperance, and to inspire him with a profound contempt for those who impudently style themselves its advocates. It is enough almost to warrant the conclusion that Temperance impairs not only the moral, but the intellectual faculties of those who set themselves up as its champions; and thus to confirm those who have still a lingering regard for truth, and accurate reasoning, in their attachment to the bottle. "In vino veritas," says the old saw; but were we to accept the *Witness* and its friends as fair exponents of the cause of Temperance—which most certainly we do not—we should be forced to conclude that in cold water there is naught but falsehood and uncharitableness, and that the pump was the father of lies, and the breeder of discord.

'Tis a poor rule that will not work both ways; and so if the argument, from the wretched condition of the peasantry in Catholic countries—Ireland and Italy to wit—to the morally degrading influences of Popery be valid, equally valid must be the argument from the degraded condition of the peasantry in Protestant countries, to the degrading and demoralising influences of Protestantism. Now what say statistics as to the actual condition of the poorer classes in the most flourishing of Protestant countries—that country whose marvellous material prosperity is constantly cited as an instance of the glorious results of the Holy Protestant Faith.

We copy from an article in the *Christian Guardian* of the 24th ult., which again cites as its authority a letter from the Rev. Dr. Anderson, President of Rochester University, which was published in the *Examiner*. Therein, speaking of the condition of the peasantry of Scotland, and of the people of the large Scotch cities, the Protestant writer affirmed that:—

"The filthy streets, and closes of Glasgow and Edinburgh bear witness to the degradation of the Scotch peasantry. In no city in Europe" (hear that ye revilers of Rome and Papal Government)—"in no city in Europe is there such obtrusive evidence of brutalised poverty as in Glasgow."

And again:—

"Facts were developed at the Social Science Congress in Edinburgh regarding the condition of the people in the Hebrides, and West of Scotland, which proved a poverty and degradation among the peasantry, disgraceful to modern civilisation, and which could not be paralleled in any country in Europe."

With such facts before their eyes, British Protestants might well withdraw some of their sympathies from the peasantry of Naples, and extend them to their own countrymen at home.

**LIFE OF ARCHBISHOP HUGHES.**—We have to acknowledge the receipt of this timely and valuable publication from Messrs. Sadlers' of New York. It is one which every Irish Catholic will desire to possess himself of, as containing a record of the life, and speeches of an illustrious Prelate of the Church, and an ardent and enlightened Irish patriot.

This work is to be published in numbers, each containing about 130 pages, at 50 cents per number. A full report of the late Archbishop's sermons, controversial writings, and speeches will be given, as also a full account of his funeral, and the discourse delivered on the occasion.

"WESTMINSTER REVIEW."—January, 1864.

—The inferior execution of the reprint of the current number may perhaps excite the surprise of the readers, but is satisfactorily accounted for by the American publishers, who have great difficulties to contend with in consequence of the great scarcity of printers which forced them to divide the work of printing the *Review* amongst several job offices. The experiment having failed will not again be repeated.

The *Westminster* well maintains its high position as the leading Protestant periodical of the day, and as the best exponent of the tendencies of modern Protestant intellect. We subjoin a list of the contents of the current number:—

1 The Life and Writings of Roger Bacon. 2 The Tunnel under Mount Cenis. 3 Astrology and Magic. 4 The Depreciation of Gold. 5 Gilchrist's Life of William Blake. 6 Parties and Prospects in Parliament. 7 The Inspired Writings of Hinduism. 8 Russia. 9 The Physiology of Sleep. 10 Contemporary Literature.

"LONDON QUARTERLY REVIEW."—Jan. 1864.—The contents of this number are very interesting, and it is evident at a glance, that the publishers have amply redeemed their promise to the public with respect to the printing of the *Review*. The articles for the current number are 1. China. 2. New Englanders and the Old Home. 3. Forsyth's Life of Cicero. 4. Captain Spelke's Journal. 5. Guns and Plates. 6. Eels. 7. Rome in the Middle Ages. 8 The Danish Duchies.

**DEATH OF CHIEF JUSTICE SIR L. R. LAFONTAINE.**—Lower Canada has sustained a great loss, and the Bar has been deprived of its best ornament by the sudden death of this distinguished statesman and jurist. For many years the deceased had stood conspicuously before the country; and few men in Canada at the present day have played such an important and honorable part in public affairs as had the late lamented Chief Justice. Full of honors, though not advanced in years, he was struck down suddenly by a stroke of apoplexy in the midst of his career whilst attending to his official duties, and expired within a few hours. His mortal remains were accompanied to the grave on Monday morning, by an immense concourse of our fellow citizens of all origins and denominations, by whom his memory as a sagacious statesman, and an upright Judge will long be held in honor.—His successor on the Bench has not yet been proclaimed.

Through the medium of letters written by residents of Santiago to their friends in Europe, and published in European journals, we have received some important details, respecting the terrible calamity of the 8th of December last, and which fully exonerate the Catholic Clergy from all the charges urged against them by the infidel and Protestant press.

From these letters, and from a Santiago journal of the date of 15th December, it appears that when the fire broke out in the Church, there were in the Sanctuary exactly two priests, and four clerics in minor orders. Of the two priests, one lost two of his sisters by the fire, and was himself dragged insensible out of the church into which he had rushed on the first alarm of fire; the other priest remained till all was over, and his services were no longer required; whilst of the four in Minor Orders, three perished in the flames, the victims of their heroic devotion. So much for the selfishness and cowardice of the priests. No effort was made by them to save a single article of property; and the only objects saved were a few things from the sacristy which were rescued by a young man, a layman, named Guevara, who acted upon his own responsibility. The reader will find further particulars on our sixth page in an article translated from *Le Monde*.

**THE MUNICIPAL ELECTION.**—The polling closed Tuesday afternoon at 4 o'clock, giving the following results:—

St. Ann's Ward: for Councillor—Mr. McGavran 107, Mr. T. M. McGrath (resigned), 1. Majority for McGavran, 106.

West Ward: for Councillor—Mr. A. A. Stevenson 67, Mr. A. B. Corse, (resigned), 2. Majority for Stevenson, 65.

Centre Ward: for Councillor—Mr. T. Higginson, 116; Mr. G. B. Muir, 28. Majority for Higginson, 88.

St. Lawrence Ward: for Councillor—Mr. G. Bowie, 294; Mr. G. L. Rolland, 257. Majority for Bowie, 37.

St. Louis Ward: for Alderman—Mr. P. David, 122; Mr. J. B. Homier, (resigned), 5. Majority for David, 117.

Total number of votes polled: St. Ann's Ward, 108; West Ward, 69; Centre Ward, 144; St. Lawrence Ward, 551; St. Louis Ward, 127; in all, 939.

The *Montreal Herald* furnishes us with some interesting details of the extraordinary loss of the *Bohemian*:—

The *Bohemian* left Liverpool on the 4th instant, and had adverse winds nearly throughout the passage, the wind changing and continuing in a more favorable point during the last few days of the voyage. On the 11th and 12th the weather was very bad, and on the 16th was worse and blowing a gale, the wind being right a head. On the 19th the weather was the same, and little of any headway was made; enough only to make steering. On this day the wind changed to South East and continued in this point until the vessel neared Portland. There was no sea of any consequence as the wind had become very light. On Saturday the engines were slowed down to half speed in consequence of a fog, and the whistle kept blowing until the vessel got through it. On Sunday an observation was obtained showing the position to be latitude 42, 18, longitude 62, 30. The weather after was cloudy, rendering observation impossible. On Monday at noon, the distance run was calculated by the log and shown to be, since the last observation, 232 miles, bringing the vessel, according to the Captain's calculations, within 81 miles of Portland harbor. The sky was clouded although the horizon was visible. From that time the lead was cast every hour. Captain Borland appeared to feel his way, carefully sounding at intervals, and was frequently referring to the chart. The Boston steamer from Portland was observed, also moving carefully and ringing her bell.

At 7.10 p.m. the lookout at the mast-head discovered Cape Elizabeth lights, and soon afterwards they were describable with the naked eye from the deck. The steamer was at this time headed in a south easterly direction, and the lights bore in a north westerly direction. When the lights were discovered the course was altered to a north and easterly course, and the speed of the vessel continued at half. This course was held until very near 8 o'clock, the Captain having again sounded, and changed the chart. About eight o'clock some one shouted "the pilot boat!" when all on deck ran to the starboard side of the vessel to see. The object that had been taken for a pilot boat was soon discovered to be the buoy over Alden's Rock. The buoy was distant about two or three hundred yards on the starboard side and the lights were in the opposite direction on the port side, about a mile or a mile and a half distant. It will thus be seen that the vessel was between Alden's Rock and the Cape Elizabeth lights, and heading north and east. The Captain gave the order to put the helm "hard a starboard," which was followed by three shocks, the first somewhat slight, the second very heavy and the third similar to the first. This order was then given "hard a port" after which two more shocks were felt. The ship had struck at perhaps a hundred feet from the screw. The shocks are described as being like those produced by a train of cars running off the track. The Captain was asked if there was any danger, to which he replied that the ship could not sink. Nearly all the cabin passengers were on deck at this time, and many of the steerage passengers. Two gentlemen went below to remove their baggage to the deck, so that it might be safe in case the vessel should go down in shallow water. Whilst below they distinctly heard the water rushing through the leak. They were but a few minutes below; and when they returned to the deck they observed a great volume of steam rushing through the fire gratings, from which circumstance it was inferred that the water had reached the furnaces and that the danger was greater than it was at first supposed to be. One of the gentlemen again spoke to the captain with reference to the danger, remarking that he feared there was danger. The captain immediately gave orders to prepare to lower the boats. The crews were then told off without delay and up to this point there was no confusion, nor until the passengers commenced to enter the boats. The officers and men seemed to be all at their posts, cool and collected, and Captain Borland was heard giving orders to place the passengers in the boats first. But the progress of lowering the boats for some reason was slow. From the observation of one gentleman who was quite cool and acted with deliberation and presence of mind, the cause of the delay may be inferred. He was one of those who got off in boat No. 6. He selected this boat although the smallest, because it was the most used, and he reasoned that if any were in good condition, this must be. Mrs. Gordon was first placed in the boat with two men to steady it in the water, when some fifteen or sixteen passengers were lowered into it by means of ropes. For some time the plug could not be found and the boat nearly half filled with water, when the plug was found floating loosely about; hence the difficulty in finding it. There was no axe in the boat nor water cask, nor bread; and the necessity for bailing the water being imperative search was made for something to do it with. A leather bucket also flattered as to be useless, and dried and hardened in that shape was found but the boat had to be bailed with a gentleman's hat. Having got clear of the vessel, they pulled off a short distance and waited the result. They could then see what took place on board, and where the confusion among the passengers is represented as extreme. The captain was however observed to be cool and to superintend from the bridge the loading of the boats, which when they contained sufficient numbers he ordered to clear away. Boat No. 6 was on the port side of the ship and its occupants observed the loading of one of the port boats which hung amidstships. The seamen were at their posts but the lowering of the boat was not accomplished until a large number of the passengers had seated themselves in it. Whatever was the reason, the boat could not be lowered until such numbers had got in that the tackle at one end, or some portion of the iron fastenings gave way and the one end of the boat dropped swiftly down while the other remained firmly attached, literally spilling the unfortunate passengers into the sea. The scene was agonizing to those who were compelled to hear the piercing shrieks of the unfortunate little children, women and men, and see them precipitated into the hungry sea that swallowed them at once—stifling the shrieks in the gurgles of death. On the approach of two boats, whose occupants had witnessed this scene, they pulled through floating dead bodies in which there was not a sign of life. The silence of death had almost instantly succeeded the shriek of terror. Whatever number entered that boat, none survived the catastrophe. The number 6 boat then pulled for the shore where they found breakers on two points, with a quiet cove between; but failing to make the cove on the first attempt, they put back to the ship which was observed to be lower by the stern. The Captain placed a number of children and women in the rigging, and seemed to await anxiously the return of some of the boats. It was determined then to pull ashore, and try to make the cove, and after landing the passengers to return to the ship. The second attempt was successful about half past twelve. Had they returned after that, however, they would have found only half the smoke stack, the rigging, and one half the bridge of the *Bohemian* above water. When she went down, and it was after gradually settling by the stern, it is stated that some fifteen poor creatures whom the captain had not yet placed in the rigging, were swept off. The captain, who remained by the ship to the last, was taken off with the rest of the passengers who were in the rigging. One of the boats reached Bang's Island; they were then taken by steamer to Portland. The boat that first made a landing on Cape Elizabeth was number six boat. The light keeper was about winding up the fog bell in the light-house, the tolling of which was heard distinctly by the boats as they made the shore. The presence of the shipwrecked passengers was the first intimation he had that a ship had been cast away within two miles of his light, although guns

had been fired, and rockets sent up frequently. He was prevailed upon to continue the ringing of the fog bell for the benefit of such of the boats as had not yet made shore. Several of the passengers with Mrs. Gordon went the Ocean House where Mr. Chamberlain the proprietor, treated them in the most hospitable manner, furnishing everything required by the cold, wet, and wearied victims of the disaster, and declining to accept any remuneration. There was a ball at his house that night, which accounts for the people failing to note the signals of distress. It was here reported that three boats had reached the shore, and as the steerage passengers were numerous it was determined to proceed to Portland to obtain means of conveying the cabin passengers thither, to make room for the steerage passengers. Here too the passengers had to acknowledge a renewal of the hospitality already experienced. The proprietor of the United States Hotel in Portland received the unfortunate with a warm and timely hospitality. Through his means coaches were obtained to remove the passengers to his house. Everything was done that could be done to ameliorate their condition, and on leaving when they offered to pay, he refused to take a cent.

It has been said that the vessel struck aft, and as there was no sea on this is perhaps explained by the fact, that she was observed to be heavily loaded and deeper in the water than forward. Had she been so light aft as forward she would it is supposed have cleared the rock on which she struck; but this might only be to founder on another. The engineers of the ship behaved coolly and did their duty to the last. One of the stewards was seen arranging the dishes in his department with a view to saving them. The quartermaster at the wheel also stood at his post until it was no longer necessary.

As soon as it became evident that the steamer was out and no more headway could be got Captain Borland dropped his anchor doubtless to prevent the ship drifting on the rocks. There was a slight fog but not sufficient to hide the lights on Cape Elizabeth. Later however, a dense fog came on. While the officers and crew generally performed their duty as it should be performed in such an emergency, it is stated that there were a few exceptions. The first officer, it is said, who was in command of a large boat requested one of the other boats, a small one to take some of his passengers while he proceeded to the ship for more to take ashore. This was done, making the number in the small boat, with three others twenty-seven, while he had not so many in a larger boat with five others. Some time afterwards the boats again met when it was discovered that the first officer had not been on shore at all. He was then asked to take back the passengers taken into the small boat to relieve him, which he refused to do, and when asked for one of his oars he also refused to give it, alleging as a pretext, that one of his might break. The small boat was left to make its way to shore with three oars and twenty-seven passengers. We are also told the quartermaster in No. 4 boat was drunk and very little disposed for duty till brought to a correct sense of his responsibility by Mr. Miller, formerly of the G. T. Railway now of this city. Mr. Fullford did a good deal of the bailing required in this boat which had nearly built itself before it was noticed that the plug was not in its proper place. Mr. Alexander Rumpsey, also a passenger by the *Bohemian*, rendered great assistance placing passengers in the boats and in making provision on shore for the comfort of his fellow-passengers. Captain Stone of an American vessel, a passenger by the *Bohemian* gave every assistance, which his nautical experience rendered more valuable in this strait. Mr. Welsh, an Irish gentleman, declined to leave with the cabin passengers, but remained with the steerage passengers giving all the assistance in his power in placing the poor women and children in the boats. Mr. Kingston and Mr. Johnston of this city also rendered much assistance to their fellow-passengers.

The loss of life by the *Bohemian* turns out to be thirty-one instead of twenty; only nine bodies have been recovered. Nearly all the mails are saved.

Le Canadien states that at a recent meeting of the Churchwardens of the Quebec Parish Church it was decided to alter the doors no as to open outwards. The Churchwardens were led to this decision by the Santiago calamity. Their example should be followed by all trustees, &c., of public buildings.

**LAST TERM OF THE CRIMINAL COURT AT NELSONVILLE.**—Prosecution for Foreign Enlistment.—At the Criminal Term held at Nelsonville, in the District of Bedford, before the Hon. Mr. Justice McCord, during this month, there were eight indictments laid before the Grand Jury against parties for infringing the Foreign Enlistment Act, by unlawfully attempting to enlist persons in the military service of the United States. Five were found as true bills, and three were thrown out. Only one person was tried, the other parties against whom the true bills were found not appearing. Trial took place against Aaron Wing, who was convicted, and sentenced to 6 months imprisonment at hard labor, in the common goal of the district, and to the payment of a fine of two hundred dollars. There were circumstances attending the case which much aggravated the prisoner's offence, showing that he resorted to violence in his attempt to enlist. The prosecution was conducted by Mr. Buchanan of the Crown.

**MEASURES TAKEN TO PREVENT FEDERAL ENLISTMENTS IN CANADA.**—The *Quebec Mercury* thus attempts (says the *Montreal Gazette*) to defend the Government from the charge of indifference and neglect of duty in this regard. Measured by results its efforts have not been sufficiently great to check the evil effectively. Under the pressure of the new draft, we may expect Federal agents to be still more active:—

In November last, when statements respecting the abduction and enlistment of parties resident in Canada, reached the law officers of the Crown, a professional person was despatched to Conception, with instructions to ascertain whether any act of kidnapping or any infringement of the Foreign Enlistment Act had taken place in that neighborhood, and to give all necessary assistance to the local authorities to secure the arrest and trial of the accused parties. On the 30th of the same month, steps were taken to institute similar inquiries, with a view to similar proceedings, at St. John's and in the vicinity of Louisbourg Point. These measures resulted in the arrest of nineteen individuals, or near Conception, charged with violation of the law. Of these eleven have been admitted to bail, for have been committed for want of bail, two discharged in absence of sufficient evidence, and one because of some technical informality, and one case is yet unreported. Five have been arrested in the district of Bedford, and are awaiting trial. At Montreal there have been three arrests; in one case the party arrested escaped, and the others have given security to appear. And one arrest has taken place in Quebec. These are apart from proceedings instituted against persons charged with enticing soldiers to desert. At the present moment, an agent of the government is in the Eastern Townships, entrusted with the duty of extending and continuing the enquiries which have already produced so many evidences of the good faith with which the Attorney-General for Lower Canada has striven to vindicate the law. An effort has also been made to obtain the co-operation of the Bishops of the Catholic Church in this section of the province, with a view of preventing the removal of mechanics and laborers to the States under promises of work. In pursuance of this request, two of the Bishops addressed circulars to their clergy, directing them to warn their congregation upon the subject.

**TORONTO MARKETS.**—March 1. Fall wheat 95c to \$1.00 per bushel. Spring wheat 80c to 87c per bushel. Barley, 70c to 77c per bushel. Peas, 55c to 59c per bushel.—*Globe*

# **MONTRÉAL RETAIL MARKET PRICES.**

(From the *Montreal Witness*.)

	March 1.	a. d.	s. d.
Flour, country, per qt.	12	6	13
Oatmeal, do	12	6	13
Indian Meal	7	6	8
Peas per min.	3	3	2
Beans, small white per min.	5	0	2
Honey, per lb.	6	0	0
Potatoes, per bag	2	6	3
Dressed Hogs, per 100 lb.	\$5.50		
Hay, per 100 bundles	\$8.00		
Straw	\$2.50		
Eggs, fresh, per dozen	1	6	1
Butter, fresh per lb.	1	6	1
Do salt, do	1	0	0
Lard, do	0	7	0
Barley, do, for seed per 50 lb.	2	6	3
Buckwheat	2	3	2
Flax Seed, do	7	6	8
Timothy do	6	3	7
Oats, do	2	3	2
Turkeys, per couple	6	3	10
Fowls, do	2	6	3
Geese, do	4	6	5
Ducks, do	2	0	2
Maple Sugar	0	5	10
Maple Syrup, per gallon	0	0	0

## **MONTRÉAL WHOLESALE MARKETS.**

Montreal, March 1, 1864.

Flour—Pollards, \$3.25 to \$3.50; Middlings, \$2.70 to \$2.90; Fine, \$3.50 to \$3.70; Super, No. 2 \$3.70 to \$4.00; Superfine \$4.30 to \$4.55; Fancy \$4.50 to \$4.80; \$4.80 to \$4.90; Superior Extra \$4.95 to \$5.50; Bag Flour, \$2.20 to \$2.30. Oatmeal per brl of 200 lbs, \$4.75 to \$5.00. Wheat—O Canada Spring, 22c to 24c. Ashes per 112 lbs, Pot. least sales were at \$5.35 to \$5.40; Inferior Pot., \$5.30 to \$5.45; Pearls, in demand, at \$5.55 to \$5.70. Butter—There is a good demand, for New at 17c to 20c; fine to choice, suitable for home consumption, 12c to 14c. Eggs per doz, 12c to 13. Lard per lb, fair demand at 8c to 9c. Tallow per lb, 8c to 9c. Cut Meats per lb, Smoked Ham, 6c to 8c; Bacon, 5c to 6c. Pork—Quiet. New Sides, \$16.00 to \$17.00; Prime Mest, \$15.50 to \$16; Prime, \$12.00 to \$20.00.—*Montreal Witness*

## **Birth.**

In this city, on the 26th ult., Mrs. William Higney of a son.

In this city, on the 29th ult., Mrs. Robert Wall, of a daughter.

## **Died.**

In this city, on the 23rd ult., Henry Patrick McShane, aged 5 years and 11 months, son of Mr. Peter McShane.

On the 26th February, at Rossetown, C.E., Maria Kearney, wife of Daniel Kearney, Esq., and youngest daughter of the late James Kearney, Esq., of Leturaw, and sister to James Kearney, Esq., conductor on the G. T. Railroad, aged 32 years. May her soul rest in peace.

At his son-in-law's residence, Charlshoung, near Quebec, on the 27th of February, Philip Dawson, of Laval, a venerable old man, at the age of 80. He leaves a large family of children and grand-children to mourn his loss, to whom he gave the example of Christian virtues which he practised so well in his lifetime. May he rest in peace.



THE REGULAR MONTHLY MEETING of the above CORPORATION will take place in the SOCIETY'S HALL TOUPIN'S BUILDINGS, Place d'Armes, on MONDAY EVENING next, the 7th instant.

By Order, P. O'MEARA, Rec. Sec.

March 5, 1864.

## **COLLEGE OF REGIOPOLIS**

KINGSTON, C.W.

Under the Immediate Supervision of the Right Rev. E. J. Horan, Bishop of Kingston.

THE above Institution, situated in one of the most agreeable and beautiful parts of Kingston, is now completely organized. Able Teachers have been provided for the various departments. The object of the Institution is to impart a good and solid education in the fullest sense of the word. The health, morals, and manners of the pupils will be an object of constant attention. The Course of instruction will include a complete Classical and Commercial Education. Particular attention will be given to the French and English languages. A large and well selected Library will be OPEN to the Pupils.

## **TERMS:**

Board and Tuition, \$100 per Annum (payable half-yearly in Advance.) Use of Library during stay, 50. The Annual Session commences on the 1st September, and ends on the First Thursday of July, July 21st, 1865.

IT IS NOW UNIVERSALLY ACKNOWLEDGED that Warner's Combination Sewing Machine, combining the best qualities of the Wheeler & Wilson and Singer, is the best in the world for general family use, and Dressmaking purposes.

JAMES MORISON & CO.

**WANZER & CO'S FAMILY SEWING MACHINE.** (The "Combination") has been awarded the First Prize at the Exhibition.

**WANZER & CO'S MANUFACTURING MACHINE** (Singer's principle) has been awarded the First Prize at the present Exhibition.

**ALL THE LATEST IMPROVEMENTS** are combined in Warner's Family Sewing Machine. For Sale at

MORISONS.

**WANZER & CO'S SEWING MACHINES** can be had only from the Agents, JAMES MORISON & CO. 285 Notre Dame Street

## **DALTON'S NEWS DEPOT.**

Newspapers, Periodicals, Magazines, Fashion Books, Novels, Stationery, School Books, Children's Books, Song Books, Almanacs, Diaries and Postage Stamps for sale at DALTON'S News Depot, Corner of Craig and St. Lawrence Streets, Montreal. Jan. 17, 1863.