IMPROVEMENTS REQUIRED BETWEEN LAKE ST. FRANCIS AND

The only remaining barrier after the foregoing, to the free

passage of Lake-going vessels, between Quebec and Lake Huron, is the Lachine Canal; the necessary enlargement of which, would cost, by Mr. Keefer's estimate, 225,300%.

LAKE ST. PETER.

The improvement of Lake St. Peter, for deeply laden sea-

oing vessels, is a subject also of very great importance, and as occupied the serious consideration of the Board of Trade of

Montreal, who have petitioned parliament for an appropriation to fit out the necessary establishment of dredging vessels, &c.,

and they propose a tonage upon the vessels trading to the port to pay interest on the outlay.

The Governor General will perceive that the proposed appro-

priation is inserted among the estimates, (see Appendix,) but t is very desirable that a sum, say 1000l. should be at once

made available to make some alterations to the steamer belong-

ing to the Harbour Commissioners, so as to have the nature of the work fully and practically tested, prior to any large expense

GENERAL OBSERVATIONS ON THE FOREGOING.

ing a second water communication with tide water, has been for a long time the subject of dispute and argument with many.

Among the number of those who doubted the prudence of it, I was one till latterly, but the vastly increasing trade, doubling,

almost annually, and the conviction upon my mind, after mature consideration, that the lowering of freight, consequent upon

affording additional facilities, together with the productiveness of the Western countries, which are only now coming into

operation, will increase, still further, this trade to an almost

facile outlet is called for Besides the transport being confined

to the Rideau, the navigation of which depends upon the sta-bility of dams of great height, (in one case 60 feet) should any

injury arise to one of these dams, (as was apprehended last spring) either through accident or malice, the effects of it would

I am decidedly of opinion that the scale upon which the Cornwall Canal was uncertaken, was unsuited to the means of

the Province, and was not absolutely necessary for the increase of trade, which the most sanguine may look forward to, and

that a schooner navigation, combined with a system of tug boats,

would have answered every commercial purpose; but now, from

the large expenditure already incurred upon the central portion, the little required to couplete it, and the comparatively small saving that might be effected upon what remains to be done, by

adopting the schooner scale, I am led to conclude that the best and wisest course would be to open the St. Lawrence through-

out from Montreal to Ottario, for steamboats and schooners, not upon the full size of the Cornwall Canal, but on a scale suf-

ficiently large to admit a owerful class of steamers or tug-boats

to pass.

The estimates submitted herewith are based upon the principles of locks being adopted, length 175 feet, breadth 40 feet, and

8 feet 6 inches depth o water; but as some time from the

present period will, under any circumstances, clapse before the

present period will, under any circumstances, chapse between the actual building of locks's commenced, the question will in all probability be fully deciled, as to the power and suitableness of the several modes recently proposed for the propelling of vessels, and this decision will naturally govern the dimensions of

the locks, and may seriously tend to a diminution of expendi-

be ruinous to half the conmercial interests of the country.

onceivable extent, have convinced me that a second and more

The necessity of involving the Province in the cost of form-

believe the work can be done for that sum.

being entered into.

English Ecclesiastical Intelligence.

COLONIAL BISHOPRICS.—In the course of a sermon preached on Sunday last at St. Peter's Church, Globeroad, Mile-end, by the Kev. Thomas Jackson, that gentheman stated that very shortly the Society for the Propagation of the Gospel in Foreign Parts, aided by the Church Missionary Society, intended defraying the expense of sending out bishops to Jerusalem, New Zealand,

and the coast of the Niger.
It is reported that Archdeacon Robinson, late of Madras, is to be the new Protestant Bishop in the Mediter-ranean, with the title of Bishop of Valetta. The Arch-deacon is known to be well skilled in the Arabic and Italian languages, which are so much used at Malta, the intended seat of the bishopric.

VISITATION OF THE ARCHBISHOP OF YORK.—The adjourned visitation of the Venerable the Archbishop of York was held on Tuesday last, in the cathedral, on which York was held on Tuesday last, in the cathedral, on which occasion Dr. Phillimore, the Archbishop's Commissary, took his seat at about one o'clock. The following members of the chapter were present:—The Very Rev. Dr. Cockburn, the Dean; Archdeacons Todd, Corbett, and Wilberforce; Revs. W. H. Dixon, W. V. Harcourt, H. S. Markham, Canon Residentiaries; Rev. T. Barnes, E. V. Harcourt, Esq., C. Thistleton, Esq., and four or five others. The court being opened by Mr. Buckle, the Registrar, Dr. Phillimore said, he understood that the Dean was wishful to make some apology for the contempt which was wishful to make some apology for the contempt which he had offered. The Dean said, it was not his intention to have called their attention to this subject until the business of the Court was over. But as he was called on he had no objection to read the paper which he held in his hand, and which for the satisfaction of the Archbishop he had prepared. He did not wish to stand upon technicalities, and would, therefore, proceed. The Dean then proceeded as follows:—"I wish again to be admitted to the friendship of the Archbishop, and I am sorry if I have said or done anything which has given dissatisfaction. It is with pleasure that I state thus much with respect to one of the most serious subjects which can occupy the attention of this Court, that a change has taken place in my sentiments in respect of that subject, when no longer under the excitement of the Cathedral Act—a measure which I consider an invasion of the rights of deans and chapters. I admit the impropriety of allowing any pe-cuniary considerations whatever to influence the disposal of any ecclesiastical livings for the benefit of the Church, whatever local questions or technical distinctions may be raised to it. I wish also to state my entire conviction of the right of the Archbishop to inquire into the conduct of his clergy in his visitorial Court, and my assurance that any resistance which I may have offered to the pro-ceedings of the Court was not intended to invade the right. For the intemperate expressions I may have used in connection with this inquiry I am truly sorry, and I beg leave to apologise to the Archbishop, and also to you, his representative." The Dean appeared to be somewhat affected during the delivery of these remarks, and spoke the conclusion in a firm tone of voice. Dr. Phillimore said, he collected from what the Dean had said, that he was willing to atone, as far as possible, for the contemp he had offered to the Court, and the resistance he had in terposed to its jurisdiction and authority. If that attempt had been persisted in, it might have led to the severest censure and punishment. He was content, under the

monished accordingly. WESLEYAN CONFERENCE.—The members of the Conference met in Oldham-street Chapel, Manchester, when the election of president and secretary was the first busi-The following are the numbers:-

apology now offered, to remit all the penalties of the Dean's contumacy, and continued—"Mr. Dean, I absolve you

from your contempt; and I hereby monish you not to of-

fend in the premises for the future; and you are hereby

For president.—Revs. James Dixon 213, Dr. Hannah 4, Stanley 17, Atherton 9, Marsden 5, Wood 4, Galland 4, Fowler 3, Scott 2, Waddy 1.
For secretary.—Revs. Dr. Hannah 169, Newton 85, Bunting 5, Wood 2, Galland 2, Bowers 2, Keeling 1,

Jackson 1, Stanley 1.

We understand that the Rev. Robert Newton, the expresident, upon delivering the official seal of the connection to the Rev. James Dixon, expressed the peculiar gratification he felt at Mr. Dixon's election. The presideat returned thanks in a feeling and eloquent address, in which he declared his conviction that the honour paid to him was an indication that his general opinions and pub-lic conduct met with the approbation of the Wesleyan community. Mr. Dixon is well known as a most concommunity. Mr. Dixon is well known as a zealous oppo-sistent and decided Conservative, and as a zealous opponent of the present Popery-supporting government. We understand that his election was carried by the largest majority ever known. The Rev. Dr. Hannah entertains the same sentiments, and is understood to have received the votes recorded in his favour, simply by way of nomi-

sentative of the Whig party in the Conference On Thursday evening the Centenary Appropriation Committee met, and the treasurer announced that he had received to that time 190,000l. Of this 900l had been realised by the sale of the centenary medals.-Manchester

nating him for the chair on a future occasion, according

to the practice of the society. Mr. Stanley is the repre

WESLEYANS CONSERVATIVES .- From an inspection of the poll book for the borough, it will be seen that out of 56 Wesleyan electors within the township of Bradford, not fewer than 50 voted for Hardy.—Halifax Guardian.
The Wesleyans and the Elections.—Many of the

country papers contain notices of the injurious influence of Tory Wesleyan ministers in the elections. A correspondent of the Western Times reminds the public that these gentlemen who, although they have been raised from among the people, and are supported by the hard earned wages of the people, have ranged themselves in the ranks of the Tories, are only resumissive consistences. ranks of the Tories, are only permissive occupiers of the houses in which they reside. The house is engaged and the rent and taxes paid by the circuit steward, and the furniture in the house is the property of the circuit. Both the preachers in the Exeter circuit were left off the list on this ground, and he hopes the Reformers will do their duty in every part of the kingdom, by excluding these men, who not only vote against the Liberal candidates themselves, but use their utmost endeavours to lead the members of their society to do the same. I speak advisedly (he adds) when I say that nine-tenths of the people in the Methodist society are Reformers, [Qy.] and I hope that they will see to it, that their preachers, who are dependent upon them for support, do not give their power-ful influence to the subversion of their civil rights.—The Bedford Mercury states that on Sunday week, several of the most earnest and oldest members of the Connexion withdrew from the chapel, and went to the old meeting house of the celebrated John Bunyan, in consequence of the anti-Liberal and Tory character of their leaders.—A correspondent of the Leeds Mercury states that, in consequence of a general belief in Craven that the Methodist ministers have been the means of turning the scale (the wrong way) [i. e. the right way, in favour of loyalty and Protestantism,] in the West Riding, on Sunday last, at the Methodist chapel, Skipton, the afternoon collection the Methodist chaper, skipton, the afternoon collection made on behalf of the Kingswood and Woodhouse schools, at which the sons of Wesleyan ministers are educated, amounted to no more than three shillings and a penny, and a blue card with "Wortley and dear Bread" inscribed thereon. and a blue card with "Wortley and dear Bread inscribed thereon.—On Sunday evening last (says the Mercury) a young Wesleyan Methodist preacher, of the name of Mr. W. H. Cornforth, appeared in the pulpit of the Heckmonwicke Methodist chapel with a blue ribbon across his breast, to the astonishment and disgust of the whole congregation. During the elections, Mr. Cornforth has appeared in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the state of the world in the pulpit of the world in the pulpit of the world in the pulpit of the world in the world

EARL BROWNLOW AND THE METHODISTS.

To the Editor of the Lincolnshire Chronicle. Sir,-Finding that there has been some misrepresenta-

e. Your Lordship is fully aware that the chief part people called by the name of Methodists, like their highly respectable founder, the Rev. John Wesley, have ever been distinguished by their zealous and firm adherence to Conservative principles. We, the undersigned, two Lakes, present most formidable difficulties to the dragging up a light barge with but 15 or 20 tons of cargo. To vessels of any size, they are wholly unsurmountable. The construction of the necessary locks and canals to overcome these difficulties, Mr. Keefer estimates at 255,900L, and I have every reason to therefore beg leave to inform your Lordship, that in our judgment it would greatly promote amongst our people the interest of the Hon. Mr. Cust, who is expected at Gainsborough on Tuesday next, if we could be allowed by your Lordship to say that you will favour us with a small piece of land somewhere in the village of Torksey for the above purpose. We should be glad to purchase it, to have it on a lease, or in any way in which your Lordship may be disposed to grant our request. The number of members of the Wesleyan Society in the Gainsborough circuit is, at this time, upwards of 1,300, and out of this number there are 20 who reside in Torksey.— Hoping that your Lordship will be able to favour us in this instance, and also to oblige us by a reply before Tuesday, the 29th instant, "We remain, my Lord, your Lordship's most humble

and obedient servants

"HENRY RANSEN, Wesleyan Minister. "T. A. FARMER,
"THOMAS SPOUNCER,
"JOHN WATKINSON,"
"Stewards of the Society of Wesleyan Methodists."

"N. B.-There is a report in circulation that your Lordship does not fully admit the principles of religious toleration, as now recognized by the laws of England, which, by granting the above favour, your Lordship would enable us most happily to resist and confute."

REPLY.

"Belgrave-square, July 1, 1841. "Sir,-Your letter of the 25th ult. has only reached me by the post of this morning, or it would have met with an earlier acknowledgment. In reply to your application or land whereon to build a Wesleyan chapel at Torksey, I have to say, that with every sentiment of good-will and of perfect toleration towards the Wesleyan Methodists, I must decline compliance with your request, inasmuch as it is not consistent with my principles of attachment to the Established Church to contribute to the propagation of dissent from her discipline and worship.

"I can take no notice of unbecoming rumours which have no foundation, neither can I enter into any compromise of religious principles with reference to the possible results of an election.

"I beg leave to subscribe myself, Sir, "Your obedient servant, "BROWNLOW." 'To the Rev. H. Ransen, Wesleyan Minister,

CANADA.

Gainsborough.

REPORT OF THE BOARD OF WORKS. MEMORANDA respecting various Public Works heretofore in

progress or projected in the Province of Canada, showing the ultimate cost of their completion, and the amount of the appropriations proposed to be appointed thereto for the Prepared and submitted for the consideration of His Excel-

ency the Governor General.

THE WELLAND CANAL.

Of those works which are indispensably and immediately country at large, and from which the prospective revenue may be safely calculated upon, to pay the interest on the expenditure, the Welland Canal unquestionably stands foremost.

Upon this work, about 491,777l. has been expended from time to time upon its construction, and as the locks, the most lime to time upon its construction, and as the locks, the most

time to time upon its construction, and as the locks, the most important part of the work, have been formed with perishamportant part of the work, have been formed with persin-able materials, the outlay upon annual repairs has been neces-sarily very heavy, notwithstanding which, the locks are now in a most dangerous and ruinous state. Of this sum about 117,800L in stock is held by private individuals, for the purchasing out of which, and thereby placing the work in the hands of the Province, a Bill is now before the Parliament. After a very careful consideration and revisal of the various

stimates furnished by the various engineers, the completion o this work, in a permanent and fully sufficient manner, with cut stone locks of 120 feet in length, 26 feet wide, and 8 feet out stone locks of 120 teet in length, 20 teet whet, and o teet of the teet in the cills, together with the required wetrs, water-gates, stone aqueduct over the Chippewa, a steam boat lock and a capacious and safe harbour at each of the terminations, widening of the Deep Cut, widening and deepening of the Feeds throughout, I estimate at 450,0001.

Of debentures authorised by a late Act of the Provincial

Parliament to be issued for this work, about 180,000l. remain undisposed of, leaving a balance of 270,000l. to be further sanctioned and provided, for the ultimate full completion of

It is no doubt in the recollection of His Excellency, that the tion of the St. Lawrence navigation was proceeded with, has been strongly urged upon the attention of Government. The chief arguments used being the benefit of enabling Atlantic steamers, with cargoes to proceed to the upper Lakes, and the advantage which would be gained in time of war, from having the power of concentrating our naval forces upon either lake as the power of concentrating our naval forces upon either lake as the same of the power of concentrating our naval forces upon either lake as the same of the power of concentrating our naval forces upon either lake as the same of the power of concentrating our naval forces upon either lake as the power of concentrating our naval forces upon either lake as might be required. The subscriber is of opinion that the scale referred to, viz. locks 56 feet wide, 180 feet long, and 10 feet draft of water, is quite unsuited for sea-borne steamers, and unnecessary for those well suited to the lakes, and to the commerce of the country; and that even if this scale were adopted, at enormous cost, trans-shipments from the sea to the lake vessels would, notwithstanding, always take place at Quebes or Montreal. In a military noint of view, no dealt. Quebec or Montreal. In a military point of view, no doubt, the second proposed advantage would be great, but being quite beyond the means of the Province, the work, as necessary for the trade of the country, has been alone estimated for. The bridge at Bytown, it is proposed at each end, would all the bridge at Bytown, it is proposed to appropriate the surrous and to the interests of the Province.

The improvement of the Ottawa, as included in this estimate, (see Appendix,) relates solely to the lumber trade, to afford facilities to which, by the construction of suitable slides, at those places where they are most required, and to re-construct the bridge at Bytown, it is proposed to appropriate the suitable slides. large lock which is proposed at each end, would allow (in case of danger) of the steamers being brought up many miles It wil

From the very unsafe and precarious state of the canal, it would be of the utmost consequence to have the works com-menced forthwith, if possible.

20,000*l.* for one at Port Colborne, which harbours will be available to Her Majesty's vessels and others upon the Lakes, independent of the Canal, the entire cost of completing the latter may be set down at 400,000*l*. The most prudent rate of expending this estimate, I consider to be as follows:—
From the present to the 1st of April, 1842...... £ 50,000

Thence to 1st April, 1845...... 100,000

ST. LAWRENCE NAVIGATION.

From Lake Erie to tide water, after passing the Welland, the next portion of the route which will require an outlay, when the other improvements, more immediately called for on the river below it, are completed, is the part between Prescott and Dickinson's landing, a distance of about forty miles, in which the collective falls at a few points amount to about twenty two and a half feet; to overcome which, by the necessary locks, &c., would require about 150,000l., but as the down stream carriage upon this part of the river is safe and facile, and tug-boats can (although with difficulty) bring up light barges, it is considered unnecessary, in the present state of navigation

generally, to incur any outlay thereon. LONG SAULT OR CORNWALL CANAL. The improvement of this reach of the River St. Lawrence, in length about eleven and a half miles, and in which there is a fall of forty-eight feet, was estimated at 215,343%, and was [The Patriot is the organ of the Radical Dissenters. Wherever it abuses the Wesleyans, we may be sure they deserve credit. But why will they not return to the Church? The day, we hope, is approaching that will witness their re-union with us. Ed. Ch.]

Attack on the Methodists in Cork - Day.

ATTACK ON THE METHODISTS IN CORK.—During the Cork Election the O'Connellites smashed the windows of the Methodist meeting-house, and of the private residence of the preacher. Three of the preachers had, in the preof the preacher. Three of the preachers had, in the preceding week, been personally attacked.

of the Board, within the last month, from which it appears that the sum of 43,867L is required to open the canal to the rade, and a further sum of 13,804L for sundry small works, lockhouses, &c., making in all an amount of 57,6711. 6s. 0d.

necessary for the full completion of the Cornwall Canal.

Although the advantages to be derived from the improvement of this portion of the navigation would of necessity be tion respecting the application to Lord Brownlow for a site for building a Wesleyan chapel at Torksey, I think myself justified in laying before the electors of Lindsey, date finishing of the Cornwall Canal, it may be justly urged. Firstly-that it would enable the river forwarders, to have

Upon the completion of the works of the Chambly Canal, now rapidly advancing, the only impediments to an uninter-rupted navigation between the River St. Lawrence, at Sorel,

and the head of Lake Clamplain, a distance of 189 miles, will be presented by the fords near St. Ours, St. Denis and Belæil. To remove these obsructions, by means of dredging and cleaning the channel of ncks, the Legislature of Lower Canada appropriated a sum equal to about 7650l. of which 4525l. remain unexpended. The outlay incurred under the appropriation has effected nothing; and I am of opinion that the erection of a steamboat lock and I dam of moderate height, say 4 or 5 feet over low water, at or near St. Ours, is the most certain mode of obtaining the object in view; and the value of the water power which would be created by the dam, in the midst of a productive country, leretofore without mills, would yield a considerable return towards defraying the interest on the money

The cost of the works is estimated by Mr. Keefer at 32,000%.

RITER OTTAWA.

The improvement of the navigation of this river is a measure. which has been for a long time strongly advocated, principally by those interested in that district of country. The project embraced the full completion of an uninterrupted navigation from the St. Lawrence, by the Ottawa, Lake Nipissing and

It will be deserving of consideration, whether the property in those slides which are now in the hands of private companies, should not be resumed by the Province, remunerating the proprietors according to the terms of their charter.

The propriety of making such an appropriation will be seen, when the considerable revenue derived from this source is borne As the foregoing total estimate of 450,000L includes the sum of 35,000L for an outer harbour at Port Dalhousie, and 20,000L for one at Port Colborne, which harbours will be 20,000L for one at Port Colborne, which harbours will be granted towards affording this trade that assistance which its granted towards affording this trade that assistance which its present state and prospects show to be so necessary.

BURLINGTON BAY CANAL. The dangerous and dilapidated state of this very important The dangerous and dilapidated state of this very important work, renders it necessary that steps be immediately taken to repair, or rather wholly re-construct it, in a substantial and permanent manner. Such is its present ruinous condition, that it cannot be repaired effectually, and a few hours of a heavy blow from east or south-east, might very reasonably be expected to close it up altogether; the consequence of which would be most serious to the mercantile interests of Hamilton and Dundas, and to the extensive and highly productive country of

which these ports are the outlets. However advisable it may be for the purpose of obtaining still water, and have the entrance commanded from the land, still water, and have the entrance commanded from the land, to locate this work northward of the existing passage, yet the placing of it so much in shere as has been lately proposed, I consider unadvisable: by so doing, sail vessels would be prevented from getting out many days during the season, and in making for it, if they did not succeed at once in getting in, would unavoidably be driven aground. The best position for the work, I conceive, is not far from the original natural outlet. IMPROVEMENT OF THE RIVER TRENT AND INLAND WATERS

OF THE NEWCASTLE DISTRICT. The persisting in these works, as heretofore contemplated, would, as appears by the estimates, involve the Province in an expenditure of about 620,000l., but from the rates upon which these estimates are based, 1 am of opinion that 200,000l. or 300,000l., in addition to this sum, would be required to effect

The line of this intended water communication from the Bay of Quinté to Nottasawaga Bay, with upwards of 820 feet lockage, a proposed depth of five feet water, continued through a series of lakes and currents, and, in many cases, extremely circuitous, is, in my judgment, quite unsuited to the principal purpose for which it was originally recommended, namely, the line by which the produce of the Western States would be sent down to tide-water. The second argument advanced for its formation was, the facility it would afford for the transport of the agricultural and other produce of the inland townships to The line of this intended water communication from the the agricultural and other produce of the inland townshi market; and, thirdly, the advantages to be reaped by the lumberers: the two latter, I consider, can be obtained sufficiently, more immediately, and at infinitely less cost, by the erection of two or three locks to connect the long existing reaches of natural navigation, by the construction of two or three cross-roads from thence to the nearest ports on Lake Ontario; and, finally, by the formation of slides at the places where they may I am, Sir, your obedient humble servant,
C. H. Cust.

"To THE RIGHT HON. EARL BROWNLOW.

"Gainsborough, June 25.

"My Lord,—Having been required to give up our possession of the small chapel which we had occupied for many years at Torksey, we find ourselves greatly in want of a service of the stablishment of lock-keepers, &c. would be obtained from the

new one, for the use of the Wesleyan Methodists in that village. Your Lordship is fully aware that the chief part ted, must remain a caput mortuum. effect quite as much as is necessary; indeed, I find, in the original report, a passage recommending slides "which cost comparatively little, and much better suit the purpose for heavy The Coteau, the Cedars and Cascades Rapids, between the two Lakes, present most formidable difficulties to the dragging up timber than lockage."

From the foregoing general grounds of objection, I cannot recommend the continuing of the expenditure, as contemplated, upon this navigation, but I most readily admit the necessity of assisting and developing the resources of that fine district of country, which I would do, by immediately affording to it the advantages to be derived from works of the nature I have suggested; to accomplish the whole of which, would cost ab £50,000. HARBOURS AND LIGHT-HOUSES ON LAKE ONTARIO AND

LAKE ERIE.

There is no expenditure more called for, and from which the benefits to be derived would be more immediately serviceable to the country, than the outlay which is required to construct or complete some harbours on the Lakes. Many of those on Lake Ontario are in a very inefficient and incomplete state.—
On Lake Erie, there is, literally, at this moment, not one into which a vessel can run, or remain in, with safety!

The state of the light houses on Lake Erie, is equally bad;

that which has been at the end of Long Point, the most important station on the lake, was prostrated long since; others have not been lighted for a considerable time. The natural consequence of all which is, that we have not one steamboat on this ake, and the difficulty and cost of inducing ship-owners to risk their vessels into the ruins of what were constructed as harbours, is so great, as almost to put a stop to the shipping of the produce of the country.

The sum of 74,000% has been set down in the estimates,

after much consideration and calculation, as sufficient to remove general and well-grounded complaints on this head. It is intended that those harbours where nature has offered

ost advantages, be completed and rendered such as they ought be. That the present light houses be put into an efficient state, and others erected where necessary; but as the propriety of constructing some harbours, by the Admiralty, is now under the consideration of that department, it is conceived best, at the present moment, to appeal to the Legislature to admit the principle and sanction the appropriation, but not to decide, finally, on the particular harbours, until the decision of the Admiralty is known; which should, of course, govern the selection, and thereby save provincial funds.

The foregoing, it is hoped, will sufficiently explain to His Excellency the general principles upon which the appropriations for the several very important works in the first class (see Appendix) are based and applied.

SECOND CLASS.

The works in class second are of a different character. They consist of lines of internal communication, the opening of which, it is believed, would conduce so much to the general advancement of the advancement of the country, as fully to justify the expenditure, although the direct revenue to be derived fron them, for many years, is not likely to meet the interest. BAY OF CHALEURS ROAD.

This line of communication, along the north side of the Bay, of Chalcurs, from Percé Point to the head of the Bay, a distance of 140 miles, is interrupted, in two places, by portions of the road which are so little formed as to be almost impassable one from Little Pabos to Port Daniel; the other from the Little Nouvelle to the Indian Mission—in all about 48 miles.

These portions being improved, and the Metis or Kempt Road (from Point aux Suelles, on the River St. Lawrence, to the head of the Bay of Chalcurs) better opened; the entire of Gaspé, east and south, and of New Brunswick, east and north, would be approachable, from the St. Lawrence, with facility, as New Brunswick, middle and west, is by the Temiscouata

Under this head is embraced the completion of the main line leading directly from Quebec, through St. Gies, St. Croix, Inverness, &c. to Sherbrooke, at present but partially open, and not available in summer. It passes through the large good settlement land belonging to the Crown, and will curtail the line of travel between Quebec and Sherbrooke by more than fifty miles. THE MAIN NORTHERN ROAD.

From Lake Ontario, at Toronto, to Lake Huron.

The opening of this road efficiently, throughout, is considered nighly desirable, and strongly recommended; but the portion here more immediately referred to, is from the termination of that undertaken by the district, at the Holland Landing, to Barrie, which it is proposed to drain, form and plank, and to establish toll bars thereon: from thence to Penetanguishine, it establish on bast dereon. From there to Techniques and the improve. By this and the expenditure of moderate sums upon one or two of the principal branches leading into the main mad, and also upon the Cold Water Portage Road, the entire of the fertile district to the north, west, and south of Lake Smooe, would be afforded the advantages of a good communication with the market and harbour of Toronto. THE MAIN ROAD,

From Quibec to Amherstburgh and Port Sarnia.

Unquestionably beneficial as it would be, to have the main Province road preperly opened and established throughout, yet such an undertaking, in the present state of the country, is altogether beyond its resources. Under this therefore is embraced the improvements of those portions only, along which the advantages of water carriage are not afforded, viz., from the Cascades to the Province Line, and from Brantford to London. These portions, it is proposed to properly form and Macadamize or plank, and establish toll bars thereon; the revenue from which, would be quite equal to meet the interest on the outlay. From London westward, it is intended for the present only, to open, drain, trunk and form, raising and bridging where

The building of the several bridges over the large rivers between Quebec and Montreal, the crossing of which at certain seasons is very dangerous and attended with loss of life, is also calculated for.

THIRD CLASS

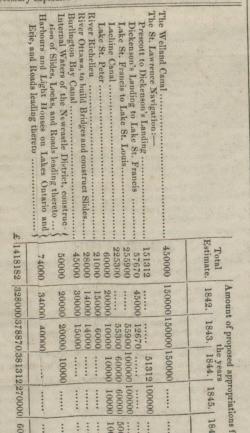
Consists of the several lines of roads which have been already undertaken by the respective districts, and upon which large sums have been expended; but, from their unfinished state, they are, to a great extent, unproductive. The object of introducing them into the appendix is to bring the matter before the attentions of the Levil Lives and the tion of the Legislature, and to show the amount required finish them. Their completion will properly belong to the different districts, and can be effected under the superintendence of the District Surveyors.

HAMILTON H. KILLALY. Board of Works, August 12, 1841.

APPENDIX

ESTIMATE of the total cost of constructing and completing certain Public Works in the Province of Canada, shewing also the amount of appropriations proposed to be apportioned thereto for the several years respectively, in case the prosecution of these works should be decided upon.

First Class-consisting of those works of purely a national character, and which are indispensable to the advancement of the Commercial and Agricultural interests of the country at large, and from which the prospective Revenue may be calculated upon, with certainty, to pay the interest of the necessary expenditure.



Second Class—consists principally of those works connected with the improvement of the main inland communications of the country by roads. These, however loudly called for, and quite as necessary to the development of the country in time of peace, as those embraced in class first, and of the utmost importance to its protection in case of war, cannot generally relied upon as likely, for many years, to produce a revenue sufficient to pay the interest upon the requisite outlay.

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From the items of which the first class is principally comsed, it will be perceived that the necessity of opening fully our main water communications to the Ocean, with a view to develope the resources of the country, and increasing its commerce and revenue, is considered indispensable, and forms the basis of the proposed appropriations. Most of the world embraced in the second class, consist of branches leading to the main trunks formed by those in class one, and are recon upon the principle, that it is wise legislation, to leave no cause of regret to the inhabitants of the interior, in consequence of large Canal expenditure or front improvements, by affording them frequent and facile access thereto, and thereby diffusing as generally as possible the benefits of those improvements.

Third Class-embraces those lines of roads already under taken by and at the cost of the respective districts, and which are in different stages of forwardness, but from their unfinished state, are, in some cases, unavailable and unproductive.

Total Amount for the years 1842. 1 1943. 42500a 25000 17500 Queenston and Grimsby Road ... Kingston and Napanee do. ... Toronto Road, North 6000 6000 25000 12500 12500 7777 c 5000 2777 9078d 6000 3078 Hamilton and Brantford Dundas and Waterloo .. 10000f 10000 £ 109355 73500 35855 a This exceeds the sum appropriated by former Act by

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d do. do. do. do. do. do. e This exceeds appropriation by former Act about 9000l. do. 2000l. do.

HAMILTON H. KILLALY, Chairman. Board of Works, Kingston, ? 12th August, 1841.

Advertisements.

Earthen, China, and Glassware Establishment No. 10, New City Building NEARLY OPPOSITE THE ENGLISH CHURCH, KING STREET.

THE Subscribers are now receiving, at the above premises, an extensive and choice assortment of every description of WARB in their line, among which are handsome China. Tea, Breakfask, Dinner and Dessert Sets; Japan and fine Printed Earthenward Sets of ditto, fine Cut and Common Glassware, and a large supply of Ware suitable for Country Stores. Persons wishing to purchase will find it their interest to call.

Toronto, October 30, 1840.

Toronto, October 30, 1840. NEW STATIONERY WAREHOUSE,

No. 137, King Street,

THIRD SHOP EAST OF YONGE STREET.

THE Subscriber respectfully acquaints his friends and the public that he is now receiving from the Home Markets an extensive and well-selected stock of STATIONERY, &c.

and that early in June he will open the above premises. His stock has been purchased on the most advantageous terms, and he will thus be enabled to sell at very reasonable prices.

The Subscriber will also offer for sale a selection from Chambers Cheap Re-Prints of Standard Works.

HIGH SCORIE.

HUGH SCOBIE. British Colonist Office, Toronto, May 26th, 1841.

AXES! AXES! AXES!! THE Subscriber respectfully informs his friends and the publication that in addition to his former business, he has commenced the manufacturing of CASTSTEEL AXESSOF a superior quality, which he can recommend with confidence, as they are manufactured under his own inspection, by first rate workmen.

Storekeepers, and others in want of the above article, will please to call and examine for themselves. Every Axe not equal to the guarantee will be exchanged.

SAMUEL SHAW

SAMUEL SHAW, 120, King-Street. Toronto, 10th October, 1840.

HAT, CAP, AND FUR MART. CLARKE & BOYD, grateful for past favors, respectfully announce the arrival of their Fall and Winter Stock of LONDON HATS, from the most approved makers, and of the very lates London and Paris fashions, with a choice stock of FURS, suitable

for the climat King Street, Toronto, 18th Sept., 1840. OWEN, MILLER & MILLS, Coach Builders, King Street, To-ronto, and Store Street, Kingston. All Carriages built to-order warranted twelve months. Old Carriages taken in exchange, N.B.—Sleighs of every description built to order.

SALE OF LANDS FOR TAXES.

NOTICE is hereby given, that in pursuance of certain Writs, under the hand and seal of the Clerk of the Peace for the Home District, to me directed, I shall attend at the Court House, in the City of Toronto, on Wednesday, the 6th day of October next, being the second day of the General Quarter Sessions of the Peace for the Home District, and then and there expose to sale such portion of the respective lots of land in the townships of Albion, Adjala, Brock, Malimur, Mara, Oro, Orillia, Thorah, Tay, Vespra and Whitchurch, which have been advertised by the Treasurer of the Home District, as being in arrear for Assessments, as at the price of two shillings and sixpeurs per acre, will pay the Assessments due on the respective lots.

Sheriff's Office, Toronto, July 1, 1841.

Sheriff's Office, Toronto, July 1, 1841.

The Church

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AGENTS THE CLERGY in Canada, and SAMUEL ROWSELL, ESQT