MONTREAL, SATURDAY, MAY 21, 1836.

Our readers will find in today's paper a letter, signed "M. A. C.," extracted from the *Gazette*, relative to a Clause in the Inland Customs Bill, passed during the last Session of the Provincial Parliament, for the purpose of ascertaining the proportion of the dutiable goods imported into this Province, which are consumed by Upper Canada; and hence of estimating the share of duties to which she is justly entitled.

The views of the writer are not devoid of plausibility, but he appears to have allowed himself to be carried away with the idea that the framers of the clause, contemplated, by its simple operation, the obtaining of the *exact* amount of the goods respectively consumed by the two Provinces. If such were their intentions, assuredly it must be admitted with the writer in question, that their object will be frustrated. But, if we have not egregiously misapprehended their views we conceive that its operation is only intended to furnish the Legislature with an approximation to the truth. It is most probable that the contemplation of the peculiar nature of the trade to Upper Canada, which "M. A. C." mentions, as standing much in the way of the beneficial operation of the Act, deterred its framers from aiming, through its means, at results more accurate than what might furnish *data* of a less exceptionable kind than any which are at present in existence on this subject.

It is most desirable that the division of the duties between the two Provinces should be made upon palpably equitable grounds, so that neither of the parties could reasonably complain. The present division is by no means satisfactory, and an extreme contrariety of opinion exists in regard to its justice. It was therefore absolutely necessary that something should be done to render it more equitable, or at any rate less questionable. In the prosecution of this object, the difficulties, "M. A. C." himself must admit, are neither few nor trifling, and to obtain scrupulously correct results, even at an enormous expense and an insufferable degree of annoyance to the merchant, is, we believe, nearly impossible. We are not prepared to say that the method in question will accomplish all that could in the same circumstances be accomplished by another, or that the approximation to the truth that may be obtained by it, will be the nearest that could have been gained; but we see no good reasons for an unqualified condemnation of its principle.

"M. A. C." has, in our opinion, overrated the inconvenience to which merchants will be subjected in their shipments to Upper Canada. An inspection of the schedule in our advertising columns, will shew that the invoice value is all that is rendered necessary to be given, and that therefore the hunting up and down the city for information, which he alludes to, will be gratuitous. If the import value cannot be conveniently given, the invoice value in Halifax currency always can be so, without much inconvenience, we should imagine. The annoyance to the mercantile community, for there will be some, however greatly to be regretted, is an evil, inseparable from any such scheme as is embodied in this measure. Whether the evil hence experienced will exceed the benefit to the two Provinces, it remains to be seen.

The great defect which characterises this clause, is the glaring inadequacy of its provisions for its own observance. If evasion can, under any circumstances, be considered as an object, there will be no difficulty in accomplishing it. The "pains and penalties" which would follow the infringement of any of its provisions, and which "M.A.C." seems so much to dread, are a mere nullity. We shall not at present allude more particularly to the subject in this point of view, but shall take the first opportunity of recurring to it.

The merchants are not only benefitting themselves, but are conferring a great obligation upon the entire community, by having subscribed for the removal of the immense masses of ice that encumber our wharves.

Gold to the value of 800,000 dollars, another instalment of the French Indemnity, has arrived at New York, from Havre. It will, it is conjectured, be coined into American pieces, and that the Administration contemplate a further suppression of the bank notes.

Beef is unprecedentedly dear in the New York market at present. It was sold on the 10th instant, by the quantity, at $10½ per 100 lbs., with tallow and hides thrown in. Hay sells at an average of full $30 per ton.

Affairs of Lower Canada.

NO. V.

Before we advance any farther in our enquiries, it may be worth while to bestow a few words of remark, upon the general appearance of the country, and the character of the Colonists, at the era of the conquest.

There were, at that time, as there are at the present day, only three towns in Canada—those of Quebec, Montreal, and Three Rivers.

The mass of the inhabitants of the Colony, indeed all those who were not residents in these towns, peopled the banks of the River St. Lawrence. None whatever were settled in the interior country. The first plantations, on the southern side of the River, began to appear upwards of a hundred miles below Quebec. But from the sterility of the soil, the produce was scanty; and the settlers, of course, few. As the soil improved, in their approach towards Montreal, the country was more densely peopled, and assumed a more pleasing aspect. "Nothing could be more beautiful to the eye (says the Abbé Raynal) than the rich borders of the St. Lawrence. Woods, scattered here and there, which decorate the tops of the grassy mountains; meadows, covered with flocks; fields, crowned with ripening corn; small streams of water, flowing down to the river; churches and castles, seen at intervals through the trees;—all these exhibited a succession of the most enchanting prospects."

Much of this animated description was, undoubtedly justified by the reality. But the worthy Abbé has borrowed his tints from imagination, and the picture is therefore overcharged. When he speaks of *castles*, one would suppose him describing a voyage down the Rhine—rather than stating what he actually witnessed along the banks of a river, flowing through a newly-settled country. The fact is, that the lively ecclesiastic saw nothing of the Colony, *in propriâ personâ*, and but copied from narratives and hearsay.

Those, who had actually seen the country, expecting little or nothing, were the more struck with any feature of civilization; and therefore, made the most of what they saw. The temperament of the Colonists was more military than agricultural. Their labors were suited to their character. They passed their winters in idleness. When the return of spring called them to the field, they contented themselves with just scratching the ground superficially, sowed it carelessly, and then sank into their usual torpidity, till the season of *harvest*. Their produce, scanty in quantity, and *indifferent* in quality, consisted of some corn (European and Indian), cabbages, onions, hay and tobacco. Potatoes were unknown.

Indeed, their inducements to industry were few. The cold was [illegible] in winter, and winter in some degree chilled them eight months in the year. During this rigorous season, no species of work, except making their provision of fuel, could be undertaken, but in obedience to the most pressing necessity. Added to this, the passion of the Colonists for the profession of arms, rendered them insensible to all other but military glory, and inspired particularly an aversion to the labours of husbandry. The numerous festivals of the Catholic Church, presented another obstacle to agricultural prosperity. "Men are ready enough," says our author just cited, "to practise that kind of devotion which exempts them from labour."

This obstacle still exists in all its plenitude, and is not accompanied with fewer inconveniences at this period than it was formerly. That men cannot be too pious nor too zealous in expressing their grateful sense of the blessings heaped upon them by their Creator and Preserver, is a truth which forces conviction upon our minds every moment of our lives. But [illegible] public exhibitions of devotion, have other motives than devotion itself. And even if they had not, their influence would be lost in their frequency. They much oftener lead our Canadians to the cabaret than to the church. There the truly pious and sober are pained by the display of scenes, which convert a day consecrated to prayer, into one consigned to drunkenness, squabbles, and bloodshed. These aberrations, from the intent and meaning of these periodical seasons of devotion, are too palpable and flagrant for apology, and fail not to excite even in minds the most free from prejudice and prepossession, sentiments in no small degree hostile to the discipline of the church of our ancestors.

The inhabitants of the cities lived in a constant round of dissipation. Though they were the children of France, and indeed the majority native born Frenchmen, their pursuits were no longer the same, and their character was deteriorated. They were alike insensible to the beauties of nature and the pleasures of imagination. They had no taste for music or poetry, and were blind to the delights of the Fine Arts. Dancing was their [illegible]. The influence of the [illegible] Balls and [illegible] were the *order of the day*. The ladies of that period had strong claims to this influence. Although their accomplishments were less brilliant than those exhibited by females of the present day, they were uncommonly lively, spirited, and addicted to gallantry.

We will finish this sketch of the character and manners of the French Colonists, with a citation from the Abbé Raynal. His remarks are tinctured with considerable causticity, and appear oddly enough from the pen of a Frenchman and an ecclesiastic of the Catholic Church. They seem better suited to the genius and views of a Voltaire, or a Gibbon, than to a member of a Catholic or indeed any Christian communion:—

"In both sexes," says he, "might be observed a greater degree of devotion than of virtue; more religion than probity; a higher sense of honour than of real honesty; superstition took place of morality; as it does wherever men are taught to believe that ceremonies will compensate for good works, and that crimes are expiated by prayer."

How far these reflections are just, it does not become me to say; but certain it is that the most intelligent men of the present day, who have lived long in the Province, have adduced their own experience in proof of this statement. F. S.

TO THE EDITOR OF THE MONTREAL GAZETTE.

Sir,—I am desirous of directing the attention of those engaged in the trade with Upper Canada, to an advertisement signed by the Collector of Customs at Coteau du Lac, and founded on an Act passed during the last Session of the Provincial Parliament, which has for its object the attainment of a more correct, or rather a true knowledge of the proportion of the duty levied at the Custom-house in this Province, which Upper Canada is justly entitled to. The object is an important one, and, for that very reason, it is to be regretted that the framers of the Act should not have decided on means better calculated to attain it. To any person acquainted with the nature of the business between the two Provinces, and the manner in which it is carried on, it must be plain that, from the plan devised, nothing but error can arise. From the straggling and piecemeal transactions, and the immensity and variety of shipments made to Upper Canada, it must be evident that trouble of no ordinary kind would be occasioned to the shippers, in supplying the proper or necessary information: whilst the inattention of some, the ignorance of what might be necessary on the part of others, and the frequency of cases wherein it might be out of the power of parties, at the time of shipment, to furnish the essential documents, and the likelihood of their being forgotten afterwards to be produced, all combined together would induce such confusion and error, as to place beyond possibility the attainment of anything like a true knowledge of the amount of duties due to Upper Canada out of the amounts collected here. But it is not only the annoyance which such a system would occasion to individual merchants, nor the fallacy of believing that it can ever produce the result required, that point out the scheme of this Act as ill-devised and injudicious. Imagine the situation of the few houses which are to be, as it were, the focus to which all this information is to converge; where it is to be condensed and arranged, and whence it is to issue free from errors and irregularities, on pain of fines and penalties, detention of vessels and goods, and every punishment that can be thought of. Conceive the hardship of their being obliged to employ one or two extra persons each, to hunt up and down the city, day after day, in pursuit of information, which, after all, they cannot thoroughly succeed in collecting, and which, after being collected, could not have a useful tendency, by reason of its imperfection. It is barely possible, and far from being probable, that the number of gallons of different kinds of liquors, and the quantities of goods paying *specific* duties, might be ascertained, but that the amount for *ad valorem* duty, could be learned in this manner, is totally out of the question. The description of goods principally paying 2½ per cent, sometimes pass through several hands before they are shipped to Upper Canada, and it is not to be thought of, that the shipper should trace backwards till he found the importer, and learn from him the sterling cost of certain goods; nor is it likely that the importer would with willingness furnish such information in all cases. They are at times under the necessity of supplying values for insurance, and to exhibit to those uninterested in their business, their profits or the advances put upon their goods, would be generally disagreeable to merchants.

There is another view of the subject which I may also introduce. Governments usually appoint officers, who are under their own immediate supervision and control, to collect their customs and to superintend the transmission of manufactures and produce from one place or one country to another, and to prevent their revenues being defrauded by impositions or evasions practised by their subjects or others; and those officers are paid out of the funds accumulated by such a protection of their rights or laws. Although the case I notice is different in some degree, yet the oppression and injustice of essaying to impose on those engaged in the forwarding trade between the Provinces, the vexatious trouble of attending to the minutiae of such an inquiry, and the expense of conducting it, are prominent and palpable, and such appear unreasonable and aggravating.

It is supposed that should the means be given of ascertaining the amount of the specific duties, obtaining a knowledge of the *ad valorem* would be considered unimportant, or that by some means or other it might be learned otherwise. But why should it be considered unimportant, or how can it be arrived at otherwise? I can state here the experience of one house, which has entered to a considerable extent goods bound direct from the vessels to Upper Canada, and it is that, during the last season, the *ad valorem* duties paid by it, amounted to just about double the sum paid in the same time for specific duties. I am aware that this is not a fair criterion, as on the average of goods shipped to Upper Canada, the specific will bear towards the *ad valorem* duties a very different proportion; but still it shows that the latter are too important to be left to the chance of being found out indirectly or guessed at.

Until a regular Custom House supervision of shipments made to Upper Canada, conducted by officers employed by Government here, in correspondence with an establishment of a similar kind on the borders of the Upper Province, be established, and carried on in such a manner as not to impair the facilities of transporting goods, the object desired cannot be accomplished, and even then they will scarcely gain such an end, unless they can devise means to counteract the difficulty which the frequent sale of the same goods, before being shipped to Upper Canada, will occasion.

Montreal, May 18, 1836. M. A. C.

The *British America* Steamer arrived last night at nine o'clock, with the bark *Magnet* and the barge *Neptune* in tow. She left Quebec at four o'clock on Thursday morning, and had 31 cabin and 183 steerage passengers on board—the latter from the *City of Waterford* and the *Favorite*. Three additional vessels were telegraphed on Wednesday evening. Mr. Cawston, Lord Gosford's House Steward, was a passenger.

So advantageously do our *free traders* deal with the Chinese for teas, that the Dutch East India Company have resolved to suspend their trade with that empire for a year; and mean in the interval to purchase in the London market.

Commercial.

We shall, as last year, publish our weekly Prices Current and Review of the Markets on *Wednesdays*, commencing next week.

Tuesday evening's *New York Journal of Commerce* says, that the sales of Western Canal Flour were mostly made at $6,50 for good brands.

IMPORTS FROM UPPER CANADA.

THURSDAY, MAY 19.

53 brls Flour	Gillespie, Moffatt & Co.
300 do do	P. M'Gill & Co.
1 do Ashes	Howard & Thompson
17 do do	W. Bradbury & Co.
38 do do	Gillespie, Moffatt & Co.
17 do do	H. Russell & Co.
6 do do	Order
1600 bushels Wheat	Dempster & Co.

PORT OF MONTREAL.

ARRIVED—MAY 19.

4. Bark Cherokee, Millar, 2d April, Greenock, Andrew Shaw, gen. cargo.
5. Ship Robertson, Neill, 3d do, do, Robertson, Masson & Co. do.

CLEARED—MAY 19.

3. Schr Mary, Godier, Miramichi, flour, pork, &c. Dempster and Rodger.

IMPORTS.

May 19.—Robertson, Neill, Greenock—[illegible] boxes 1 bale paper and books, 1 cask hardware, 60 [illegible] and 40 camp ovens and covers, 1 bale parchment, [illegible] linen thread, 2 trusses cordage, 1 do twine, Playfair, M'Lean & Co; 9 boxes 1 bale cottons, 2 boxes cotton hose, 1 do laces, 1 do straw bonnets, 6 do boots and shoes, 4 do haberdashery, 2 do cloth caps, 1 do hats, 2 bales carpeting, 9 boxes silks, Ross & M'Leod; 4 boxes 3 bales cottons, 1 box silks, 1 do silk and worsted stuffs, 1 do woollen stuffs, 5 bales linen, 1 box shawls, 1 bale cotton, linens, and woollens, Howard & Thompson; 1 box haberdashery, 3 bales linens and woollens, 3 boxes 1 box cottons, 2 bales paper, 1 box plain cottons, 1 do coloured cottons, 1 box 1 bale woollens, 10 bales 1 box linens, Peter M'Gill & Co; 7 boxes 3 bales cotton, 1 box worsted and cotton, John Greenshields; 4 bales linens, 1 box 1 bale linen thread, 4 bales 6 boxes cottons and woollens, 20 hhds and tierces refined sugar, 2 bales carpets, 4 boxes 4 bales paper, 1 box 1 bale woollen hosiery, Gillespie, Moffatt & Co; 1 bale woollen bonnets, 6 hhds and tierces refined sugar, 4 bales carpeting, 3 boxes cottons and haberdashery, 1 bale plain linens and woollens, 9 bales 1 box linens, 1 box linen thread, 2 boxes 1 bale cotton and linen and linen thread, 4 bales 1 box paper, 5 hhds brandy, Murray, Newbigging & Co. Toronto; 4 bales 1 box muslins, 3 bales cottons, Begly, Knox & Co.; 6 boxes stained paper, Bellingham & Dunlop; 32 casks sugar candy, Adam Ferrie; 6 boxes haberdashery, 6 bales paper, J. R. Orr; 10 hhds and 10 tcs refined sugar, W. Smith & Co.; 6 boxes 7 bales stationery, 1 box haberdashery, 1 box thread, 1 bale 1 box slops, 2 boxes cottons & woollens, 1 box linens, Millar, Edmondstone & Co; 1 cask cottons and small wares, 2 bales linen, 12 bales cottons, 1 bale cotton thread, 1 bale woollens, 2 bales 3 casks linen thread and woollen hosiery, A. Laurie & Co; 10 boxes 6 bales cottons, 19 bales linens, 1 box 1 bale wearing apparel, 3 boxes woollens, Larocque, Bernard & Co; 2 boxes wearing apparel, F. Davidson; 1 [illegible] Captain Macdonald; 15 puns 20 hhds brandy, 1 box stationery, 30 bales 16 boxes paper, 6 bales paper boards, 1 box books, to order.

May 19.—Bark CHEROKEE, Millar, Greenock—1 plough, 15 bales paper, 13 boxes stationery, W. Fodie & Co; 2 bales leather, R. Morris; 5 do 2 boxes slates, J. & W. Roy; 14 bales 9 boxes cottons, Ross & M'Leod; 9 bales do and linen, W. Stewart; 9 do do, 4 boxes small wares, 6 boxes straw bonnets, 4 do haberdashery, Robertson, Masson & Co; 4 do cotton, linen and wearing apparel, 3 hhds refined sugar, 10 do 4 casks aqua, 30 firkins herrings, 16 pipes brandy, 20 hhds Geneva, 2 tcs 3 brls sulphur, 4 do alum, 4 do copperas, 7 bags cotton wick, 1 pun treacle, 1 bale, Macdonald Holmes & Company; 1 do. 5 boxes cottons, 1 box 3 hhds brandy, 50 firkins herrings, to order; 13 boxes 8 bales cottons, J. & J. Scott & Co; 16 bales 6 boxes cotton and woollen goods, Larocque, Bernard & Co; 60 boxes raisins, Cunningham & Buchanan; 1 small box, A. Hume; 5 bales cottons, Kidd, Cormack & Co; 100 boxes glass, 4 do medicines, 25 casks glass, 7 boxes 10 bales 1 cask paper and stationery, 10 tierces refined sugar, 12 qr casks wine, 3 bales cottons, linens and worsted stuffs, Macintosh & Co; 4 boxes 11 bales cottons and linens, W. Macintosh & Co; 11 bales cotton, linen and silk goods, J. Dougall, jun.; 10 bales 1 box slops, cottons and linen thread, 10 tons pig iron, J. Millar & Co; 7 boxes 1 bale cottons, woollen and silk stuffs, 9 boxes 1 bale paper and books, Armour & Ramsay; 2 boxes muslin (a picture and thermometers), R. Armour & Co; 1 box wearing apparel (merchandise), E. David; [illegible] 1 brl oatmeal, 1 plough, seeds, &c. [illegible] & Co; 26 hhds 28 tierces refined sugar, 2 puns [illegible], 30 firkins herrings, A. H. Veer & Co; 40 tons pig iron, 10 do coals, A. Shaw; 1 pun treacle, J. Torrance & Co; 10 bls 10 bxs cottons & haberdashery, 45 tierces refined sugar, 49 hhds rum, Tobin & Murison; 10 hhds 20 tcs refined sugar, 30 hhds brandy, 20 do gin, J. Leslie & Co; 12 do 53 tcs refined sugar, 2 puns aqua, 50 firkins herrings, 11 brls 2 tcs brimstone, 30 bags cotton wick, Watson, Black & Co; 1 cask curled hair, 18 bales 8 boxes cotton, linen and woollen goods, 1 do stationery, Playfair, M'Lean & Co; 12 grindstones, R. Fraser & Co; 6 puns whiskey, 40 boxes 15 bales cottons, linens, woollens and paper, Strang, Adams & Co; 1 hhd ale, Struthers Strang.

EXPORTS.

May 19.—Schr Mary, Godier, Miramichi, 100 brls flour, 30 do pork, 50 do oatmeal, Dempster & Rodger.

PORT OF QUEBEC.

ARRIVED—MAY 14.

Sch. [illegible], Tarte, New York, 18th April, Marson, tar and rosin.
— Meloney, Lindley, Halifax, 29th do, McCallum, rum, do.

May 17.

Ship Robertson, Neill, Greenock, 3d do, Montreal, general cargo.
— Onondaga, Morgan, Liverpool, 8th do, T. Froste, ballast.
Bark Cherokee, Millar, Greenock, 1st do, Montreal, general cargo.
— Recovery, Banks, Newport, 9th do, Pemberton, ballast.
Brig Procris, Arnold, Poole, 45 days, Lemesurier & Co, do.
— Findon, Froste, do, 4th April, do, do.
— Favorite, Allan, Greenock, 40 days, order, general cargo.
— Pembroke Castle, Stanbury, 6th April, Milford, Lemesurier & Co. ballast.
Bark Pomona, Grey, 3d do, Bordeaux, order, brandy, &c.
Brig Olive Branch, 6th April, Milford, Lemesurier & Co. 50 settlers.
Ship Mulgrave, 1st do London, Atkinson & Co.
Bark Beaufort, 29th March, London, order, 2 settlers.
Brig Andromeda, 23d do, Kinsale, T. Froste & Co. general cargo, 66 do.
Ship City of Waterford, 16th April, Waterford, do, 142 do.
— Borneo, 4th do, Liverpool, order.
Bark Cottingham, 1st do, London, W. Price & Co.
— Calypso, 11th do, Dartmouth, R. F. Maitland Co.
— Cecrops, 29th March, London, W. Price & Co.
— Sir William Bensley, 27th do, do, Atkinson & Co.
— Airthrey Castle, 4th April, Bristol, Gilmour & Co.

May 18.

Ship Mountaineer, Jackson, 2d April, London, W. Patton & Co, ballast.
— Mulgrave, Fowler, 1st do, London, W. Patton & Co, ballast.
— Borneo, Gorman, 4th do, Liverpool, W. Price & Co, ballast.
— City of Waterford, Grandy, 16th do, Waterford, T. Froste & Co, ballast, 141 settlers.
Bark Airthrey Castle, Curling, 4th do, Bristol, Gilmour & Co, ballast.
— Sir Wm. Bensley, Gobb, 27th March, London, Atkinson & Co.
— Cecrops, Finlayson, 29d do, London, W. Price & Co, ballast.
— Cottingham, Short, 1st April, London, W. Price & Co, ballast.
— Beaufort, Neagle, 29th March, London, order, ballast.
— Calypso, Graham, 7th April, Dartmouth, Maitland, ballast, 26 settlers.
— Magnet, Payne, 4th do, Liverpool, for Montreal, general cargo.
Brig Caroline, Daniels, 3d do, Newhaven, order, ballast.
— Andromeda, Patrick, 23d March, Liverpool, T. Froste & Co.

REPORTED BY TELEGRAPH.

Schr. Barbara, 7th May, Halifax, Aylwin & Noad, teas.

CLEARED—MAY 14.

Schr. Princess Royal, Jones, Halifax, Aylwin & Noad.
Brig James, Gorley, Halifax, C. M'Callum.

May 16.

Schr. Flora, Pinet, St. John (N. B.) R. Peniston.
— Louise, Jean, do, Le Mesurier & Co.
— Jeune Louise, Gaillard, Miramichi, Gilmour & Co.
— Hertford, Batson, St. John (N. B.) Rodger, Dean & Co.

May 17.

Schr. Hope, Berchent, Miramichi, Patterson, Young & Co.

May 18.

Schr. Albion, Forest Boston, Aylwin & Noad.
— Lucy Allard, Dalhousie, Rodger, Dean & Co.

SHIPPING INTELLIGENCE.

Cleared at Custom House, London, between the [illegible] and 6th April, with cargoes—Hopewell, Dales, Rochester, Quebec, and Eleutheria, Wheatley, for Quebec; Helen Mar, Benson, James Holmes, M'Kenzie, for Montreal; Curlew, Greig, for Quebec. Cleared same time and place, in ballast—Albion, Nixon; Elizabeth, Wilson; Fanny, Lowe; Mentor, Dunn; Christopher, Ray; General Hewitt, Sellers; Princess Mary, Leary; Woodford, Sandison; Sophia, Hale; Jane Humphrey; Solon, Sweet; Romanoff, Thompson; Miramichi; [illegible] the Hutchinson; Symmetry, Ritchie; Courier, Price; Ocean, Harrison; Emperor, Henry, for Quebec.

At Deal—Marmion, Hopper; Everthorpe, Storey; Glasgow, Gray; Pomona, Morrison; King William, Thomas; Culloden, Manle; Canadian, Way; Collingwood, Short; Beaufort, —, for Quebec.

At Liverpool, April 4.—Charlotte, Sloan; Indian, Fox; Canton, Melville; Millman, Arnold; Ceres, Robinson, for Quebec; Stormont, —; Thalia, Graham, for Montreal.

The Toronto left Gravesend on 26th March for Montreal.

Halifax, May 4.—Cleared, schr Barbara, Gerome, for Gaspé and Quebec; advertised, schr Dame, for Quebec.

Cleared at St. John, (N. B.) for Quebec—General Coffin, Andrews, rum; also, Leo, Rees, do.

Norfolk, U. S.—Put in leaky, the Union, Vaughan, 38 days from Jamaica for Quebec.

The Bruce, for Quebec, with passengers, sailed from the Shannon on the 4th April.

The Bryan Abbs, from this port, dropped down yesterday morning, with 165 emigrants, bound for Quebec, nearly all the agricultural class.—*Limerick Chronicle, April 6.*

The Eleutheria, Wheatley, cleared at London on the 5th, with a general cargo for Quebec.

Among other vessels sailed from Liverpool, were Stormont, for Montreal 7th; Sir Walter Scott and Lord Canterbury, 8th; Promise, 11th.

The Royal Adelaide cleared for Quebec, at New-York on Thursday last.

Liverpool, April 1.—The Sophia, Easton, for Montreal, sailed the 30th ult., has put back.

April 6.—Sailed for Quebec: Bainethwaite, Credo, Walsford, Saint Anne, Abercrombie, Tam O'Shanter, Borneo, and Lama—Sailed for Montreal: Valliant, Robert and Esther.

April 7.—Sailed for Montreal: Thalia and Windsor—Advertised to sail for Quebec: Sir John Franklin, Caledonia, and Ellen—For Montreal: Aurora, Kelsick Wood, Horatio, and Mohr.

April 8.—Entered for loading for Quebec: Crusader, Indian, Cato, Prince George, Promise, Admiral Benbow, Indian, Royal William, Cyrus, Dawson, and Charlotte—For Montreal: Malay.

Belfast, April 4.—Advertised to sail for Quebec: Ship Helen and Brig Robert M'William.

Dumfries, April 2.—Sailed for Quebec: Diana.

PASSENGERS.

In the Borneo, Gorman, from Liverpool—Mr. and Mrs. Cater.

In the Beaufort, Neagle, from London—Mrs. Jameson and niece.

In the Robertson, Neill, from Greenock—Messrs Cunningham, Rhind, Stephenson, Edrington, Campbell, Lindsay, Wylie, Patterson and son, Mr. and Mrs Sanderson and two children, Mr. and Mrs. Parker and son, Mr. and Mrs. Wardrop and three children, three servants and two steerage passengers.

In the Cherokee, Millar, from Greenock—Messrs. M'Intosh, Mack, Collins and Allan.

In the Procris, Arnold, from Poole—Rev. William Strong, lady, three children and servant, 50 steerage passengers.

In the Pembroke Castle, Stanbury, from Milford—Messrs. Glenn and Walls.

In the Onondago, Morgan, from Liverpool—73 steerage passengers.

In the Favorite, Allan, from Greenock—13 do.

Lower Canada.

ARRIVAL OF CAPTAIN AND PASSENGERS OF THE OTTAWA.

The unexpected intelligence received Monday night by the steamer *St. George*, that the *Ottawa's* passengers and Captain were on board the *Cherokee*, then in tow, was rapidly spread and created a great joy.

We have received the following particulars of the descent down the St. Lawrence, and wreck of the *Ottawa*:—

The *Ottawa* left Quebec on the 20th November. The *Zephyr* wrecked at Anticosti was in company. On 27th passed Green Island, and pilot left at Bic—cold intense. 28th, Easterly winds off Cape Chat; decks covered with ice; four of the crew off duty; on 29th gale continuing, and every sea freezing on the vessel; the vessel making water. [illegible] would not pass through the blocks, and the [illegible] could hardly be moved; the ice had carried away the lashings of the anchor; let go the anchor under the bows. A sailor said the anchor had broken through the bow, and water was coming in. On the 30th, cut away the anchor and slipped it; with great difficulty got the vessel before the wind; the rudder moving very little either way; running ropes and braces could not be made use of; the ship a complete mass of ice. Dec. 1st, at two, P. M. called people up, pumped the ship; ineffectually attempted to put before the wind; saw the Light, on S. W. Anticosti, bearing N. E. five leagues; S. W. gale; with great difficulty got the foresail up to wear; but could not steer; at 3h. 30m. struck the rocks with a dreadful surge, about three leagues west of the Light House; she turned head to sea, her larbord beam and the sea made a complete breach over her.

We quote the words here of Captain Boyle's own log:—

"Part of the crew took shelter on the weather side of the round-house; the remainder, with a lady and two gentlemen, passengers, on the cabin ladder,—the sea, at times completely overwhelming them, and expecting every moment would be their last.

"Daybreak: hard gales from S. W., tremendous sea, and flood tide; every thing swept from the decks; the round-house broken up, and washed away; the lee side of the cabin filled with water; and the ship striking very heavily. Two men came down to the beach, but having no boat, could render us no assistance.

"At noon, the ship canted with her larbord beam into the beach, and shipped a very heavy sea, which washed away five of our crew that were on the remaining part of the round-house. Three of these succeeded in regaining the wreck; but I regret to state, that Mr. Douglas (the mate) and Charles Wickman unfortunately perished, it being impossible, from the deplorable situation in which we were placed, to render them the least assistance.

"Two, P. M. high water; the sea fell considerably. After taking what little refreshment we could procure, we commenced getting out our only boat which unfortunately filled and became useless; we were, therefore, under the necessity of remaining another night on board, which fortunately proved more moderate. Wind, N. W.

"*Dec. 2, A. M.*—More moderate. The crew and passengers remained in the weather cabin berths till near day-light. Finding the sea under the stern to be sufficiently formed to bear us, with the assistance of deals, bulk heads, &c. made the attempt; and in the course of an hour were all safely landed. From the weak and exhausted state we were in, it was with great difficulty we reached the light house, where we were most kindly received by Lieutenant and Mrs. Harvie. With the exception of Mr. and Mrs. Orkney, (the latter of whom bore her troubles with astonishing fortitude,) we were all more or less frost bitten, four very severely.

"Two seamen, George Millar and David Cormack, were in so bad a state, that their wounds mortified, and they died on Christmas Day."

We add also Capt Boyle's letter to his consignees:—

ISLAND OF ANTICOSTI, *May 3, 1836.*

Gentlemen,—I have the painful task of informing you of the unfortunate loss of the *Ottawa*, on the first of December, 3 leagues west of the S. W. Point of this Island, during a heavy gale from the S. W. and most bitter weather. From loss of sails, rudder rendered useless, and crew worn out, the ship had been quite unmanageable for 24 hours, previous to driving ashore. In short, she was so complete a body of ice, that nothing could be done to save her.

I have much regret in adding that the above did not occur without loss of life, the chief mate and eldest apprentice being the sufferers. They were washed off the wreck several hours after we struck. From the deplorable state we were in, it was not in our power to render them the least assistance, and they unfortunately perished.

The severity of the weather compelled us to remain 24 hours upon the wreck, in the most wretched condition, the vessel upon her beam ends, and the sea making a fair breach over her. When it pleased God to moderate the wind, and with the assistance of deals, bulks heads, &c., we succeeded in landing. From the exhausted state we were in, we had not small difficulty in reaching the Light house, and shall ever have reason to feel grateful for the extreme kindness and attention we met with from Lieut. and Mrs. Harvie, the parties in charge of the establishment.

With the exception of Mr. and Mrs. Orkney, (the latter of whom stood her troubles with astonishing fortitude,) we were more or less frost bitten; 2 seamen died three weeks after landing, their wounds having mortified. The remainder, with one exception, are now pretty near well.

The ship will prove a total wreck. Of the stores, a good many will be saved.

It is my intention to proceed to Gaspé as early as possible, to procure a schooner, to convey the passengers, crew and stores to Quebec.

Leaving further particulars until I get up, which I trust will be early in May,

I remain, Gentlemen, your obedient servant,
W. BOYLE.

Messrs. Gillespie & Co.

P. S.—Since writing the above, I have freighted a small schooner, and hope to leave here in the course of a few days.

The Brig *Zephyr*, Capt. Keighley, is also wrecked here, 9 leagues west of the Light, bound to Hull—Captain and 7 hands perished. Also, the Barque *Columbus*, Capt. Orton, Quebec to Hull, 12 leagues east of the Light. It is supposed the crew had abandoned her previous to driving ashore, as none of them have been seen, and her boats also away. Also a Gaspé schooner, the *Victory*, Capt. Briand, the Columbus, bound to Quebec.

W. B.

The captain and passengers (Mr. John and Mrs. Orkney, and Mr. Maciver) who were taken from the Schr. *Sea Flower*, now on her way up, and treated with the utmost generosity by Captain Millar of the *Cherokee*, speak very highly of the conduct of Mr. and Mrs. Harvey at the Light House, and they add that a Mr. Macgowan, a lessee of the fisheries there, also made every sacrifice to assist them. It may be stated as a curious fact, that Mr. Orkney's mother, Mrs. John Enson, was wrecked in 1812, on the coast of Labrador, and that the description of the wreck forms one of the Percy Anecdotes.—*Quebec Gazette, May 18.*

A THUNDER GUST.—On Monday, at the close of the warm day, the darkning heavens indicated that the approach of one of those gusts "Loud shrieked the spirit of the storm," and it fell with apparent utter desolation and darkness, broken by vivid lightning and thunder, and by floods of rain. It was most terrible when turning the northerly angle of the city, it fell on three ships, the *Onondago*, *Cherokee* and Robertson, which had just anchored at the mouth of the St. Charles; they appeared to be mere chips, and received the gale, particularly the first with such a weight, that we were afraid she would be thrown on her beam ends. Houses and barns must have been levelled in some parts of the country; the temporary wooden covers of the towers, No. 3 and No. 4, St. John's road, were carried away; Mr. Leaycraft's store which he was raising was partly injured; the frame of a considerable building in St. John's Suburbs has rolled.—*Ib.*

S. W. POINT OF ANTICOSTI LIGHT.—We are informed on sure authority, that the two Irish servants at that light, are persons of indifferent character, and that they might make themselves masters of the Light Keeper. Only well known individuals of good character ought to be employed at a distance from immediate assistance in such lonely positions.—*Ib.*

STREET BEGGING.—One of the grievances of the day is this practice, which is not permitted in any of the civilized countries, where a house of refuge and labour exists to take these people to work and to confinement. They ought to be interfered with here because many of them are children and habitual thieves, who knocking at all doors and getting into an open passage soon find something to pick up, and run away with. The police ought to confine these children as vagrants, whenever they find them begging; but we have none.—*Ib.*

Among the groups seen on our streets today, for the first time, were those of the Irish emigrants, who met and talked upon their concerns with some seriousness. They looked healthy and better off than formerly.—*Ib.*

After a rather long interval, robberies have again commenced in this city. Last night, a band of thieves committed great depredations on the India Wharf, which has before been the scene of such operations. It appears that the robbers first visited the office of Wm. Stevenson, Esq. which they entered by the lower window, and where they broke open and ransacked every box, chest and desk they could lay their hands upon. Their search however was rather fruitless, having only succeeded in obtaining a half dollar and a few coppers out of the desk. Either from a feeling of exasperation at this unproductive result, or wishing to obtain a light, they kindled in the stove a quantity of papers found in one of the boxes broken open by them. From Mr. Stevenson's office they proceeded to the stores of Messrs. Forsyth, Walker & Co. a few yards distant on the same wharf, both of which they entered. The blue store leased by R. Peniston, Esq. they entered by forcing open one of the shutters on the ground floor. This store however containing nothing but bulky articles, such as hogsheads of sugar, puncheons of rum, &c. they did not succeed in obtaining considerable booty, having only managed to carry off a few pounds of sugar from out of one of the hogsheads which they broke open. In this store they also kindled a fire with some of Mr. Stevenson's papers, having actually set fire to a lot of them on a hogshead of sugar, close to puncheons of rum. The black store on the same wharf was likewise entered by the window facing the river. They had tried in vain to force open the door. Through this store they [illegible] completely, and in the far end broke open a store keeper's desk, in which however nothing was to be found. Nothing was taken out of this store either, it containing flour, &c. It was only on Saturday last that two men discovered sleeping in the adjoining stone store.—*Ib.*

The number of Emigrants which have already arrived exceeds four hundred; many of them were seen in the streets yesterday, and have generally the appearance of agricultural labourers of a better class than frequently come out. Some immigrants have arrived also sent out by the parishes, yet able-bodied men in the prime of life and fully capable of labour; they have each a small sum to receive here, sufficient to carry them to situations where work is to be obtained, and render it unnecessary for them to receive assistance here. This is as it should be, for it makes the new comer an independent man from the day of his landing on this continent, if he is industrious and accustomed to labour, and without these qualifications it is needless for a settler to hope for success in Canada. Some of these parish immigrants are, we learn, bending their course to the Eastern townships; the [illegible] will find there ready employment at remunerating wages.—*Quebec Mercury.*

Santa Anna Capt[illegible]

From the New York Commerc[illegible]

Great News from the Texan Ar[illegible] Battle—Santa Anna and Gen[illegible] with all their Officers—One [illegible] can Army destroyed—Triu[illegible] Houston, with loss of only si[illegible] twenty wounded.

We have this morning receiv[illegible] New Orleans papers the une[illegible] bounding news of the complete [illegible] Texan army, under General Houston, over the Mexican army commanded by General Santa Anna; himself, his brother and second in command, General Cos and their officers taken prisoners, with the loss of 700 men killed and 500 taken prisoners. This body formed the largest of two divisions of the Mexicans, the two bodies being divided by the river Brassos, whose sudden rise prevented their junction. The accounts are from various and respectable sources, and there is little in them of a conflicting character. It is a fair inference, therefore, that they are substantially true.

From the New Orleans Bulletin of May 3.

An express has arrived here *via* Natchitoches, from Texas, and is confirmed by General Gaines, that General Houston, of Texas, has conquered Santa Anna and his army. Santa Anna himself, and his soldiers, all prisoners [illegible] Santa Anna were estimated [illegible] of Houston at 800. T[illegible] states that Houston's army [illegible] Mexicans, and the loss on his [illegible] and 20 wounded.

The saddle of Santa Anna [illegible] brought in, and is of a costly [illegible] valued as worth between six [illegible] dollars, and the express who [illegible] rode on the horse of Sa[illegible] The following information [illegible] yesterday:—

A gentleman of this city, who arrived this morning from Atakapas, in the steamboat Velocipede, states that on the evening previous to his departure two persons arrived at St. Martinsville, direct from Texas—that these persons, who appeared to be men of respectability, related as a positive *fact* that an engagement had taken place between the Texan forces under Gen. Houston, and the Mexican army, in which the latter were totally routed, having lost 700 men in killed and wounded, and 500 prisoners, among whom was Gen. Cos. The loss of the Texans is said to be inconsiderable.

The circumstances as related by these gentlemen, were that the Mexican army had from some cause or other, been separated into two bodies, divided by the river Brazos; that the sudden rise of that river prevented the two bodies from effecting a junction [illegible] marched against the larger b[illegible] 1300 or 1400 men—that [illegible] and in their retreat set fire to [illegible]burgh. Houston [illegible] about seven miles fr[illegible] made a sudden and vigorous [illegible] and after some severe figh[illegible] were totally defeated, with the [illegible] routed. The gentleman state[illegible] short distance from Harrisb[illegible] distinctly hear the firing, and th[illegible] well known before their dep[illegible] had marched in pursuit of [illegible] which it was supposed could not possibly escape [illegible]

The following official document was issued two days after the battle. A. Houston, who endorses it is, we believe, a general officer, and brother of the commander-in-chief:—

HEAD QUARTERS, ARMY, *April 23, 1836.*

To the People towards Nacogdoches:

We met Santa Anna on the 21st; we attacked him with 600 men; he had 1100 infantry, 2 howitzers—we entirely routed his whole force, killed half of his men, and took the rest prisoners. Santa Anna himself, and all his principal officers are our prisoners. The history of war does not furnish a parallel to the battle: we had 6 killed and 20 wounded. I have not time, or I would send on a full report. I will do so in the course of to-morrow. [illegible] follow citizens to co[illegible] fall on and conquer the[illegible] our country is free, turn [illegible] no excuse; let us do the [illegible]

THOS. J. R[illegible]

I certify the above to be [illegible] express just received from the [illegible] who was himself in the batt[illegible]

J. R. DUNN.

San Augustine, April 26.

The New Orleans Bee, [illegible] says:—We have heard it st[illegible] authority, that General Houston held a council of war on the fate of his prisoners, and that Santa Anna and all his officers had been shot. The privates were sent to Matamoras. It was also stated that General Gaines had written a private letter confirmatory of this account, but we did not see it. There can, however, be no doubt that Houston has conquered, and that the Mexican army is prostrated.

If these accounts are true, the overthrow of Santa Anna is one of the most brilliant achievements in the annals of war. Our doubts as to the extent of the victory arises chiefly from the unprecedented disparity in the numbers of the respective parties, reported as killed. If it be true that Santa Anna and his officers have been put to death, the event is one without example in modern days. That the chief of a great nation should be conquered in the [illegible] put to death by the vic[illegible] no parallels since the [illegible] Zalmunna by the Isra[illegible] Theocracy. Neverthe[illegible] as appears to be no[illegible] his gallant band, [illegible] regard of the [illegible] the execution of the [illegible] a just retribution.

POSTSCRIPT.

CONFIRMATION.—Since [illegible] are assured that a letter [illegible] mercantile house in this city [illegible] May 5, at the closing of the mail; that the steamboat Romeo had that morning arrived at New Orleans from Natchitoches confirming the particulars as related in the foregoing paragraph.

A letter had been received at New Orleans from General Houston himself, dated April 20, a few hours before the battle, in which he states that General Santa Anna was marching against him with an army of 1500 men, and that he had placed his troops in ambush to cut them [illegible]

Upper Canada.

A NEW WAY TO CONTRACT AND PAY DEBTS.

"How are you to day—full of business I see [illegible] making money like dirt, eh? [illegible] can I see you alone a moment?"—said [illegible] stance, stepping into our off[illegible]

"With pleasure," said [illegible]

"Well, my dear friend, [illegible] hered almost to death, [illegible] you will give me your w[illegible] secret—for I would not [illegible] for all the world—I will t[illegible]"

"It shall never pass our [illegible]"

"Well then, to be cand[illegible] hem, hem—straightened, hem, [illegible] to borrow, hem, five dollars, [illegible] honour y[illegible]

[illegible]

"My word is as good as you[illegible] you I will *keep* it as long as y[illegible] if you sue me we shall at al[illegible] and then we'll cry quits."

We must own that he "c[illegible] but we have made up our min[illegible] secrets.—*Niagara Reporter.*

About a month ago we noti[illegible] of most kinds of produce, but [illegible] have advanced. Mess Pork i[illegible] and there is no prospect of a [illegible] that price. Beef is from 5d t[illegible] stalls. Flour is 15s. per cw[illegible] have raised the price of Bre[illegible] per 4 lb. loaf. It is also feare[illegible] of the season will hinder the [illegible] ing their usual quantity of spr[illegible] [illegible] somely remunerate the prod[illegible] intend to avail themselves o[illegible] *Kingston Herald.*

Last night, at the Narr[illegible] *United States* ran foul of a [illegible] belonging to Mr. Smith of [illegible] with 1300 bushels of wheat [illegible] Flint, and damaged her so [illegible] immediately.—The schoon[illegible] open by the shock, and he[illegible] had barely time to save the[illegible] tain says that he had lights [illegible] the Captain of the *United* [illegible] lights were visible.—*Ib.*

On Saturday afternoon, a [illegible] zies, niece of Thomas M[illegible] taking an airing in his carri[illegible] [illegible]

The Steamboat *Bytown* [illegible] struction and delay on her [illegible] No boat was expected so [illegible] was nearly full of logs [illegible] downwards. On her retu[illegible] ran foul of the *Rideau*, by [illegible] bow was broken in. [illegible] damage the *Rideau* sustain[illegible] to have been but trifling, [illegible] course. The *Bytown* repa[illegible] Saturday, and started agai[illegible]

The spring is very backw[illegible] scarcely started. We hav[illegible] nights in May, altho' yeste[illegible] thermometer stood at 70. [illegible] We are informed the grass [illegible] the adjoining part of Yor[illegible] [illegible]

[illegible] siderable extent in the [illegible] favor of SIR FRANCIS H[illegible] be doubted. The tools [illegible] been so signally foiled in [illegible] impugn his character for [illegible] severe in their efforts [illegible] the numbers and the r[illegible] signers of the Congratul[illegible] still continue to pour [illegible] lency; but the evidence [illegible] dresses furnish of the [illegible] such means be impaired, [illegible] testible; and its existe[illegible] wonder, if the conduct o[illegible] [illegible] public confidence. T[illegible] feeling in Upper Cana[illegible] is, that Sir FRANCIS sho[illegible] trial," and that his ch[illegible] former should have bee[illegible]

Let it not be supposed [illegible] of which we have spoke[illegible] illiberal principles, or [illegible] clusive policy. Were [illegible] would be with us no [illegible] tion. It is, however, [illegible] infamous proceedings [illegible] and in favour of an [illegible] was unjustly refused [illegible] [illegible]

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