

THE LINCOLN CABINET CON- FERRED.

DELEGATIONS TO THE PRESIDENT. DEPARTURE OF THE "OLD PUBLIC FUNCTIONARY."

Washington, March 5.—The floor of the Senate Chamber was densely crowded to-day before the members were called to order.

The Senate met at one o'clock p.m. A prayer was made by the Chaplain, especially in behalf of the President of the United States.

Messrs. Hale and Douglas were appointed a committee of two to wait on the President and inform him that the Senate was ready to receive any communication he might be pleased to make.

On the Senate again coming to order, Mr. Hale reported that the committee had performed their duty, and the President informed them that he would forthwith communicate in writing. After a short interval Mr. McCloy, the private secretary of the President, appeared with a message, when, on motion of Mr. Hale, the Senate went to Executive session.

At half past four o'clock the following gentlemen were called to the floor: Hon. W. H. Seward, Secretary of State; Hon. Salmon P. Chase, Secretary of the Treasury; Hon. Simon Cameron, Secretary of War; Hon. Montgomery Blair, Postmaster General; Hon. Caleb B. Smith, Secretary of the Interior; Hon. Edward Bates, Attorney General.

The votes were unanimous for all, except Bates and Blair. Four or five votes being cast against each of these gentlemen, that number objecting to them because they were unwilling that any one from the slave States should go into the Cabinet.

A large crowd assembled around the doors, anxious to hear the result of the session. Mr. Greeley and Senator Grimes had a long interview with Mr. Lincoln to-day, during which Mr. Greeley pressed Mr. Fremont for the French mission, and received assurances that there would be no trouble on that point.

Illinois citizens called to-day on Mr. Lincoln, who, among other things, said: "Gentlemen, if you want to save this Administration, and have it successful and profitable to the country, I implore you to remember that the battles for freedom have been fought and won. Henceforth forget that freedom was ever in danger, and exert your best influence to save the Union. Let it not be said that the Republican party was its first, last, and only victory over the dissolution of the Union. Remember that the way to maintain the integrity of the Republican party is to maintain the Union. The point at which the enemy strikes is always the point your sword should defend. Freedom is always within the Union."

It is asserted, but doubtfully, that John Bell pronounces the inaugural declaration of war, and declares he will urge Tennessee to prepare for the conflict.

While the objectionable portions of the address were being delivered, several Southern agents telegraphed Gov. Pickens not to accept Fort Sumter until after the action of the Confederate States.

Mr. Seward, in reply to the Massachusetts delegates, said he hoped and believed that before the close of the present Administration Massachusetts and South Carolina will again grasp hands of fellowship.

An animated discussion occurred at the White House to-day, on the propriety of transferring Mr. Bates to the Supreme Court, and putting N. C. Gilmer in the Cabinet.

Mr. Seward was summoned to the White House late last night. The impression is that the call related to news from Fort Sumpter.

Several State delegations this morning, at different times, paid their respects to President Lincoln. Prominent among them were those from Pennsylvania and Massachusetts. The latter, as did the former, assembled in the East Room. When Mr. Lincoln was making his appearance, Mr. Hanson briefly introduced Hon. Chase, H. T. Train, who, in briefly addressing Mr. Lincoln, said, Massachusetts had read his inaugural, and would stand by it, and that from now onward it met with a more cordial support than from the Old Bay State.

Mr. Lincoln, replying, said, substantially: "I am thankful for this renewed assurance of the kind feeling and confidence and support of the Old Bay State, in so far as you, Mr. Chairman, have expressed, in behalf of those you represent, your sanction of what I have enunciated in my inaugural. This is very grateful to my feelings. The object was of great delicacy. In presenting my views at the opening of the Administration, under the peculiar circumstances attending my entrance upon the official duties connected with the government, I studied all the points with great anxiety, and presented them with whatever of ability and sense of justice I could bring to bear. It met the approbation of our good friends in Massachusetts. I shall be exceedingly gratified, while I hope it will meet the approbation of friends everywhere. I am thankful for the expressions of those who have voted for us, and like every other man of you, I like them certainly as I do others. (Laughter.) As President, in the administration of the government I hope to be as much enough not to know one citizen of the United States from another, (cries of "Good,") nor one section from another. I shall be gratified to have the good friends of Massachusetts and others, who have thus far supported us in these national views, still support us in carrying them out."

Mr. Lincoln excused himself from further remarks on account of pressing business, and thereupon retired, without further ceremony, with a farewell bow.

General Scott and Secretary Holt were also visited.

To the greetings of the Pennsylvania delegation, General Scott made a brief, patriotic and friendly speech.

Mr. Holt expressed himself honored by the visit, and his regret that the brief time he had occupied the War Department had not enabled him to do more for his country. State delegations have all day been calling on the President and Gen. Scott and other distinguished gentlemen.

Von Schott, in addressing one of the Illinoisians this evening, exhorted them to stand by the Union, and to cherish feelings of fraternity towards all citizens.

The newly-constituted Cabinet are overcrowded with visitors to-night.

Martin Crawford, one of the Commissioners from the Southern Confederacy, accredited to negotiate with the Administration, has arrived here.

Major Anderson, up to the 4th of March, has continued to speak of his condition as safe, and to express his opinion that reinforcements had better not be sent to him.

The point of difference between the two houses on the bill reorganizing the patent office was in reference to the extension of patents. The House had amended it providing that no patent should be re-issued when the Commissioner was satisfied that both the inventor and assignee had netted \$100,000. The Senate amended the bill by extending that amount of profit to the inventor alone. The committee of conference consisted of Messrs. Douglas, Cass, and Fitch, of the Senate, and Cox, Frank, and Barr, of the House, who adopted, in place of what is above stated, the following: All patents heretofore granted shall remain in force seventeen years from the date of issue, and all extension of such patents is hereby prohibited. The bill was then passed.

IT stops all the corruption and intrigue as to present patents in Congress, and all patents granted after this passing cannot be renewed at the patent office.

GRAND TRUNK RAILWAY. AUDITORS' REPORT—PAINFUL REVELATIONS.

(From the Montreal Gazette.)

We mentioned a short time ago that application had been made on our behalf in England for a copy of the Report of the Grand Trunk Auditors, which reference was recently made by a correspondent of *Herpath's Journal*. We were enabled some time ago to publish a brief summary of its more important points, and now, owing to the exertions of an attentive correspondent, we are enabled to lay the report before our readers:—

Montreal, Dec. 21, 1860.

To the Chairman and Directors of the
Grand Trunk Railway Co. of Canada,

GENTLEMEN.—The undersigned Auditors, in Canada, of the books of the Railroad, with which you are so largely connected, have already signed a certificate to the effect that they are properly kept, that the Balance Sheet corresponds with the Ledger, and that Vouchers have been produced for the same charged as cash payments.

Discussions have from time to time arisen between the undersigned and the Vice-President of the Company, relative to the extent of duties which devolve upon them as Auditors; they were desirous of performing these duties faithfully without either assuming the functions of a Committee of Investigation, or of encroaching upon the powers of a board of Directors, but the line of demarcation was difficult to draw, and in accordance with what seemed to be the views of the Board, the undersigned have hitherto confined their reports to a simple verification of the Books and Vouchers, as above stated.

But though their certificates have embraced only these matters, their investigations have assumed a much wider range, and in the opinion of the undersigned, a thorough audit, to be of value to the Company, ought to extend to nearly all its transactions, though a special report on them may not always be necessary, except in cases where there is evidently something calling for particular notice.

The present unfortunate position of the Company's affairs seems now to require from the undersigned a more extended report on its affairs, and if it prove of any benefit to the Company, the undersigned will not regret the labour expended in the investigation.

First.—The Balance Sheet, as printed, does not represent intelligently the position of the Company's affairs, inasmuch as many accounts stand open which should be closed and charged against such standing accounts as Construction, Capital, Revenue, or Profit and Loss. Amongst these may be classed the following:

Interest account and discount on bills.....\$9,383,169.68
Steamers and barges for ferries.....24,320.49
London office expense account.....116,086.79
Insurance on buildings.....23,895.58
Goods purchased in London.....23,252.25

And others of minor character, as appears in a newly classified Balance Sheet, which the undersigned have made out, and which they trust will be found plain and suggestive.

SECOND.—SUBSCRIPTION TO ST. LAWRENCE DOCKS.

An entry appears in the books under this head of \$123,000, which we understand to be a sum paid to assist the Company, formed by Messrs. Chapman of London and Liverpool, to build wharves on their property at Point Levi, having a railway connection with this Company's track, but it has not been made clear to us whether the sum paid is a free gift, or is represented by stock in the Dock Company. In any case it would seem to be quite unnecessary, as the Grand Trunk Railway have already acquired a separate property at Point Levi which implies a connection with the shipping. On this property they have built wharves and established a Terminal Station connected with the river, and made other improvements at a large cost. In the absence, however, of more definite information respecting this outlay, it has been placed to capital or construction account in the Balance Sheet hereto annexed.

THIRD.—REVENUE ACCOUNT.

A balance of \$1,472,113.08 is shown at the credit of this account, which, unless examined, would appear to exhibit a profit on the running of the line in past years; this, however, is not the case, inasmuch as several large items have yet to be classed against it, such as:—

Rent or lease of the Portland Road.....\$2,248,766.22
Do, Chicago and Detroit do.....85,836.44
Carriage of Company's stores.....
Formerly credited revenue account, and should now be deducted.....169,347.78

Paid contractors for running River du Loup line.....8,169.35
Quebec and Richmond ground rent.....1,864.39
Hon. John Hamilton, lake steamers.....3,815.00

It is unnecessary, and would occupy too much space here, to notice in detail the different items to which the undersigned desire to direct your attention. They will be seen on reference to the accompanying balance sheet.

Indebtedness, however, of the mere construction or classification of the accounts, there are other matters which, in the opinion of the undersigned, require the consideration of the Board; but in directing attention to them, the undersigned must not be understood as bringing any charge or insinuation against any officer of the Company, and have in view only the adoption of such measures as will remove or remedy the evils complained of.

The mode of examining and passing accounts for payment, seems in some respects defective. Large amounts are paid apparently on the mere signature of a clerk in the office of the Vice-President.

These amounts embrace considerable sums of money and include accounts of various kinds, and the undersigned are of opinion that a small Finance Committee composed of two or three persons should examine and pass all accounts for payment.

This would tend to increase the confidence of the stockholders, and be otherwise beneficial.

EXTRA TIME OF CLERKS.

Charges of this nature have come before the Auditors frequently, and they must record their opinion that the admission of such a principle into the Company's establishment is unsafe and mischievous. The office hours are short, and if the business of the Company requires the attention of any of the clerks or clerks beyond these hours, it ought to be cheerfully given, as a matter of ordinary duty, without charge. The salaries paid are ample, and if an officer is allowed to charge for extra time, it lays him open to the suspicion of neglecting his duty in ordinary office hours, in order to get extra pay for extra hours.

No such custom prevails in this country. The officers of banks and other public bodies have frequently to work late, but none receive extra pay for so doing.

WAGES.

In glancing over the pay list, it is apparent that the heaviest drain on the revenue of the Company comes under this head, and

more especially from the locomotive and engineering departments. The first of these has taken during the half year \$451,586.42. And the engineering and main line department of way during the same period.....314,059.76

\$765,646.18

The undersigned have no practical acquaintance with such subjects, and do not offer any opinion in the matter, beyond that the sum appear very large, and whatever would tend (with perfect safety) to modify these charges, should claim the earnest attention of the Board. In the locomotive department a good deal of extra time is allowed, but in an establishment of this description, this, perhaps, is unavoidable.

STOCKS AND STORE ACCOUNTS.

This department of the Company's business has long attracted the attention of the Auditors, and frequently formed a subject of conversation between them and the Vice-President. About a year ago, a request, the undersigned examined thoroughly into it, and the result was, in substance, that the Company had ever since the commencement of the business, great irregularities had existed. The mode of purchasing the supplies was objectionable, and there was an absence of those checks which are necessary in all establishments of this description and magnitude. It appeared that during last year supplies to the extent of \$849,905.96 were purchased, of which \$367,683.79 have been obtained from one establishment in this city without competition, and apparently under the uncontrolled orders of the Store Keeper, who is not always experienced in such matters.

Over the result may have been, it is undesirable that the system of purchases should be allowed to abuse. And the Auditors entertain doubts whether the item which appears in the balance sheet of \$494,834.15 as an asset of the Company could be realized. They are of opinion that competent parties should take an account of the stock before it is allowed to appear in another balance sheet, and that in future, so far as it is possible, the supply of the principal articles required by the Company should be given out impartially—once a year by public tender, and that a respectable and responsible broker who understands such business should be employed to purchase the remaining stock from time to time, wherever he could find them best and cheapest.

FUEL.

This article being scattered over the entire line of road, the Auditors are unable to do more than recommend that an estimate of the stock reported to be on hand, and its value, should be made every year, before the books are closed for balance, and the amount which it represents in the balance sheet, is probably in excess of the value of fuel actually on hand, and simply represents the balance of the account as it stands in the ledger.

CAR AND ENGINE OILS.

The large consumption of this article of prime necessity makes it important that it should be procured of the best quality, and as cheaply as possible, but unfortunately neither of these results have been attained by this Company.

We see from the books that in 1859 the sum of \$7,000 was paid as a bonus to certain parties in Toronto to establish works for the manufacture of the article of "Mason's patent" oil, and this Company agreed to purchase for five years all that was used on the road, from this Oil Company, at a price varying from 25 to 40 cents for the expense of manufacturing. There are other conditions in the contract still more unfavorable, and we are at a loss to account for the motives to this action on the part of the Grand Trunk Company. It is to be presumed that their object was to get a good article at a price lower in proportion to the bonus paid than could be elsewhere obtained; but so far is this from being the case, that loud and constant complaints are being made from the engine drivers and officers on the entire line, of the miserable stuff served out to them in the name of oil, and the price paid for it is at least ten per cent higher than offers that were made to supply the Company with the very best article by competent and respectable parties whose works were already established. As the quality of the line and the avoidance of accidents depend much upon the quality of the oil used, it is to be hoped that measures will immediately be taken to put this matter on a more satisfactory footing.

TORONTO ROLLING MILL.

This establishment appears to have commenced operations early in June last, since when it has re-rolled for this Company 2,754 tons of rails, at a cost of \$29,500 per ton, for all rails west of Kingston, and one dollar for those of east of that point.

The Auditors are at a loss to know why there should be any difference in the price, as when both are delivered free at the works, as the contract provides, it should cost no more to roll the one than the other, and the difference now established, operates as a bounty in favour of one locality against those that may be established at another; whereas it is manifestly the interest of the Company to encourage competition wherever possible. It is also worthy of notice that in the contract between the Rolling Mill Company and the Grand Trunk Company it is provided "That new rails of such pattern and finish as may be required, equal in weight to the old rails, may be delivered in lieu of old rails."

The value of the old rail is \$18.00 per ton. And the contract for re-roll—
Average.....29.00

Thus making a ton of re-roll—
ed rails cost.....\$47.00 per ton.
to the Railway Company. Whereas if the contractors choose to import and deliver "new rails," as the contract plainly admits, they can do so at a probable cost of about \$38 to \$42 per ton, according to the state of the market, thus leaving a large profit to the rolling contractors on the importation, so that at almost any time, and especially when the prices of iron are low, the contractors might realize a large gain on the contract by merely importing the rails and shutting up their works.

THE SARINIA LANDS AND STATION.

An account appears in the books of the Company under this head, exhibiting an amount at its debit of \$72,181.48, of which the sum of \$43,487 appears to have been cash paid to Messrs. Gzowski & Co. on account of purchase of land, and the Auditors are given to understand that a mortgage for a further sum of \$80,000 is still standing. The Auditors have not been able to learn whether the purchase of these lands were made on account of the Company, or on account of a private party. If the former, then the whole transaction, including the mortgage, should appear in the books, and be regarded as a liability of the Company, and if the latter, then the amount already paid should be charged to that party, and would form one of the Company's assets.

GENERAL REMARKS.

The Auditors, however, feel persuaded that while for the efficient management of the road, these and other matters require revision and improvement, the changes recommended will go but a short way in affording any permanent relief to the shareholders of the Company in its present embarrassed position.

The evil is too deep to be adequately reached by any change in the system of

management, although such change may be imperatively necessary; and though the undersigned may be said to be going beyond their province, in casting here into the discussion of such matters, they feel constrained, both as Shareholders and Auditors, to record their opinion, founded on long observation, that the present embarrassments of the Company have arisen chiefly from its connection with the successive Governments of the Province and the necessity thereof of amassing political support.

To this may be attributed the immense loss of capital involved in the purchase of the "St. Lawrence and Atlantic Railway" at 37½ per cent. premium, when it might have been purchased at 60 per cent. discount; in the leasing of the Province and at 6 per cent. annual interest on its entire capital, when its stock was selling at a very large discount, and the control of it could have been obtained by the purchase of the stock at or below that rate, or by leasing it at a proportionate rate of interest. These items alone involve a loss to the Company of a sum not less than six millions of dollars.

And an additional sum required to put the road in proper running order.....1,600,000

To the same influence may be attributed the necessity which was forced on the Company of building this line, from Quebec to Rivière du Loup, 120 miles, at a cost of.....3,000,000

Also the Three Rivers and Arthursville Road or Branch.....162,000

And the subsidies to the "Ottawa and Prescott" and other lines.....737,000

And the Kingston Extension.....214,510

The undersigned feel justified in affirming that from these and other such political necessities, a sum has been expended equal to the entire aid given by the Province to the enterprise, and to the entire cost of the road, and that the Company is not self-supporting, and if not closed, will remain a continual expense annually to the Company. Nor has the Company been benefited by any material extent by the expenditure, because these branches and extensions were not required at the time, nor since, do not pay, and would not under any circumstances have been built for many years to come.

The Auditors are further of opinion that if this great enterprise had been originally commenced and conducted as a mercantile business, independent of political influences, the line in the first instance would have been confined to the distance between Montreal and Quebec, and would have been extended and west, as the business of the country demanded and the finances of the Company would have permitted. Had this been done, the affairs of the road would to-day have presented a very different aspect, even now the true interest of this Company is to get over its present embarrassments from its own resources; and to cut off at once and forever all connection with Government, or with politics, and in future to conduct the business purely as a commercial enterprise, on mercantile principles, having no connection with any Government, and all its contracts and arrangements such as will best advance its own interests.

This road occupies a peculiar position, in so far as it may be regarded in a double capacity. First as a Local Canadian Line and next in its through capacity as a competitor with the United States Lines, and the through business passed between the West, and Portland, Boston and the Seaboard in the East. Its connection with Portland compels it to cultivate a thorough Western trade, and it seems to be doing so successfully, and at fair rates. In view of the Grand Trunk Company, it is to be presumed that their object was to get a good article at a price lower in proportion to the bonus paid than could be elsewhere obtained; but so far is this from being the case, that loud and constant complaints are being made from the engine drivers and officers on the entire line, of the miserable stuff served out to them in the name of oil, and the price paid for it is at least ten per cent higher than offers that were made to supply the Company with the very best article by competent and respectable parties whose works were already established. As the quality of the line and the avoidance of accidents depend much upon the quality of the oil used, it is to be hoped that measures will immediately be taken to put this matter on a more satisfactory footing.

The Company has suffered much inconvenience, expense and loss, from a want of a Railroad connection and Terminal with the City of Montreal, the place from whence it derives by far the largest and most profitable part of its traffic. And the undersigned are of opinion, that if the money spent in this respect, had been applied to the achievement of a connection with the city, which is comparatively insignificant, and at Sarin, which has very little trade, or at Chapman's Quebec Docks, which seems an outlay entirely uncalled for, had been devoted to the great necessity of connecting the largest city in British America with the Railway, it would have been in every respect more conducive to the interests and prosperity of the Company.

The Auditors feel warranted in expressing their conviction, however, from a knowledge of the constantly increasing and elastic trade of the Province, that with proper management and equipment, a connection with the City and Harbour of Montreal, strict surveillance and economy in every department, the enterprise would soon pay interest on its Bonds, and before many years give something to its Shareholders also.

It may not be amiss for the Auditors to suggest that it would be desirable if the Province would exchange its claims on the Company for a transfer of the branches and extension which had to be made to obtain the Provincial aid. This would be a strictly just arrangement, and might be advantageous to both parties; it certainly would be to the Grand Trunk Company.

In conclusion the Auditors feel it to be their duty to say that they have always had free access to all the books and papers necessary to their investigations, and have at all times met with the utmost readiness on the part of the Vice-President and the other officers of the Company, to explain and communicate whatever information they required, and even to invite enquiry.

We are Gentlemen,
Very respectfully,
(Signed) W. W. WORKMAN, } Auditors.
HUGH ALLAN, }

The Herald.

CARLETON PLACE,
Wednesday, March 13, 1861.

THE GRAND TRUNK RAILWAY
AUDITORS' REPORT.

In our issue of to-day, we publish the Auditors' Report of the Grand Trunk Railway, and a more disgraceful and dishonest statement of affairs, in connection with the present ministry, never yet came before the public. It appears that the Grand Trunk Railway has been recognised by political adventurers as a legitimate arena for the exercise of financing for personal advantage.

—as a golden field for speculations financially and politically. The Auditors, Messrs. Workman and Allan of Montreal, have very correctly observed, that the connection of the Railway Company with successive Administrations, and the necessity of conciliating political support, has been the principal cause of the present embarrassment, involving a loss of \$6,000,000 to the Province, since the advent of the present talented minister of finance to the position of the Hon. Mr. Cayley, whose supposed blundering endangered the existence of the kaleidoscopic Cabinet, but it appears that whatever faults may be attributed to Mr. Galt, that of indecision is not one of them, his determination to follow in the beaten track of his confederates in office, must have been taken on assuming the robes of the retiring minister; political honour in financial affairs would be the introduction of a foreign element into the councils of Sir Edmund Head, and therefore he remained thoroughly conservative in his department; he made no effort to clean out the Augean stable of finance, but, as perishing men catch at straws, Mr. Galt embraced the most loose and most reckless schemes of finance, in order to prolong the existence of a Cabinet, whom the common sense of the Province had long ago consigned to a tomb of political infamy. He has been lavish of the patronage which his position invested him with, and personal aggrandizement has been the guiding star of his career as Inspector General. This modern "Law" of Canada has had in his mind's eye the talents received and losses sustained by his slighted progenitor in the early history of Canada, at the hands of the Canada Company, and has taken interest for the same.

There seems to be a strong inclination for the roughish part of statesmanship on this Continent, especially in the United States, but we had hopes that the superb examples of the sterling public integrity which have ever distinguished the statesmen of our fatherland would at least have thrown a light on the benighted way of our suckling legislators, but the dishonesty of leading officials in this Province has become so common as almost to cease being a cause of denunciation among the people.

The Auditors mention their inability to arrive at the truth of the "Sarnia" affair, and suggest two ways to account for this job of ministerial mystery. They say that the political necessities of the adventurers in connection with the Railway, have engulphed a sum equal to the entire aid given by the Province to the enterprise. The salaries of the officials employed on the Railway, attracted the attention of the auditors, who suggest the non-allowance of extra pay for extra time on the ground, that the hours of official work are short. This is a most important item, and the source of an immense patronage in the hands of the Government. There are hundreds of hungry vampires who are fattening on the life's blood of the Railway revenue in idleness, and whose dismissal would be authorised by an economical supervision of the road.

We trust that this Report so ably drawn up by Messrs. Workman and Allan, gentlemen of high commercial note, and ministerialists in politics, will have the effect of opening the peoples eyes to the imbecility of our present ministry, and their utter inability to cope with questions of weight and grave import, requiring the exercise of abilities far superior to those possessed by a "Galt" or a "Cartier." The whole Report exhibits a lamentable want of public ability, honor and integrity in our statesmen and all connected with the "Mississippi Bubble" of the present age. The *Globe* of the 6th inst. observes on the subject: "We are so accustomed to official jobbery, peculation, and falsehood in this country, especially since the advent of the present Coalition, that the most gigantic and the most clearly established instances do not disturb our equanimity. We hear of the disappearance of 11 or 12 millions in a railway speculation, which the country must ultimately pay, with philosophic composure. What care we for a few millions of dollars? The probable loss of a few hundred thousand causes a great sensation at Washington, where the representatives of thirty-one millions of people are assembled. The complicity of a minister there leads to a dissolution of the Cabinet, and in ordinary times, trials of impeachment. In England, Chancellor of the Exchequer have been driven from office for blunders merely, where not half the sum was involved that our Finance Minister is supposed to have put in his private pocket by his speculations. But then England is heavily in debt, has need of all her money, and must insist on capacity as well as honesty in her financial agents. With us the case is different; we are young, rich and careless of expenditure. A few millions, more or less, are of no consequence." In reference to the individual who has thrown all former financial ministers into the shade the same authority observes: "His success in sinking six millions for the Grand Trunk in the St. Lawrence and Atlantic, and Atlantic and St. Lawrence Railways, as pointed out by Messrs. Workman and Allan, was no doubt his chief recommendation with the majority who endorsed his grand consolidation scheme, by which a similar sum has been lost to Canada. Truly, we are a great people!

PROTECTION OF GAME.

The laws of nature have wisely arranged for the protection of game animals and birds, causing them, at certain seasons of the year, to be not only unpalatable and unwholesome, but even poisonous, for all purposes of food. This providential wisdom, however, is too often rendered ineffectual by the stupid ignorance, selfish avarice or daring recklessness of individuals who regard not the counsel of reason and common sense and care nothing for the destruction of life. It is for the purpose of restraining such thoughtless persons within bounds that the legislators of our country have found it necessary to step in and enact laws for the protection of game from being killed at improper seasons. These enactments were very wisely harmonized with the laws of nature and render it a crime punishable with fine and imprisonment to kill any of these game animals and birds during the spring and summer months while they are performing the duties of procreation, and while, as we have said, their flesh is both unwholesome and unfit for food.

During the last session of Parliament the game laws of Upper Canada were amended and made much more stringent than formerly, and all that is now required is to put them in force against the numerous "pot hunters" throughout the country, who, unable to bag their game at the proper season, are now taking advantage of the depth of snow, when the poor animals, weakened and unable to get out of their way, and are murderously shot down, or knocked on the head with a handspike. If by any chance they escape this ordeal, immediately on the opening up of spring they have to encounter another class of poachers, who, taking advantage of their tameness, watch them in the early summer months when they are rearing their young, and murder them without mercy.

No true sportsman would be guilty, under any circumstances, of killing game out of season; and it is well that there is a law to meet such cases as those to which we have referred, and we are pleased to find a growing disposition to put the law in force. No kind of sumptuary enactment appears to meet with such senseless opposition and be treated with so much indifference; but when popular sentiment becomes erroneous and vicious in its tendencies the sooner it is combated by legal penalties the better.

We believe that the intelligent part of the community, generally, are anxious to enforce the law, and prevent the entire extinction of game in the country, which would soon take place under the present system. In many towns and cities institutions are established called "Sportsmen's Clubs," who make it their duty, to prosecute and punish all who may be guilty of an infraction of these laws. Such a club is about to be formed in this County, and for that purpose a meeting is to be held in the Commercial Hotel, Pakenham village, on Thursday next, the fourteenth of March, at 12 o'clock noon, when all who feel an interest in the preservation of game in the woods and waters of Canada are invited to attend.

ELIHU BURRITT.

In accordance with the notice given our readers, this distinguished linguist and lecturer made his appearance before a Carleton Place audience on the evening of Tuesday, the 5th instant, in the Methodist Church. The audience was large and respectable, and listened with breathless interest to the learned gentleman's lecture on the "Physiology of Nations." He was introduced to the audience by Robert Bell, Esq., M. P., and on ascending the platform, launched at once into his subject, detailing the harmonies of creation as designed by the great Architect, and finally, from the great area of his theme centering his remarks on the races which form the present inhabitants of Great Britain and the nations and colonies which have sprung from the "sea-girt isle." The lecturer denominated this people as the Latin-Teutonic Danish race, in which the intellectual superiority of the first was finely blended with the strong physical organization, calculated for endurance and mechanical pursuits, of the Teuton, which mixture was again combined with the military daring and naval prowess of the Danish sea-kings, who swept the seas of Europe like a simoon, forming, after ages of intermingling preparation, a people, whose principles and knowledge are revolutionizing the world from the slopes of sunny Italy to the bleak regions of Northern Russia. The lecturer pointed out in sentences of sonorous eloquence, the various attributes of this type of man; their fecundity, their colonization powers, their hope under the most crushing difficulties, their indomitable courage in battle, their great love of civil and religious liberty, their literary and mechanical genius, their inextinguishable hatred of oppression, and their being the only people who has demonstrated the problem of self-government. Mr. Burritt, in a two hours lecture, in which he enchaind the audience by his thrilling eloquence, enunciated a new view of Russian dominion, by stating that the principles of government which distinguish the English speaking race, are destined, through the Teutonic royal family of Russia, to obtain rule throughout the whole northern world, the first step towards which was the extinguishing of the serfdom by the present Emperor.

Throughout the lecture, the far-famed linguist illuminated his subject with myriads of brilliant scintillations of his genius, displaying a wonderful copiousness of language and richness of imagery worthy of the fame which preceded him.

We see it stated in the New Brunswick papers that the European and North American Railway has been completed from St. John to Shediac, on the Gulf of St. Lawrence, a distance of 110 miles. There is a road already built from Truro to Halifax N. S., more than half the distance from Halifax, to the boundary of New Brunswick.

The work on the European and North American road has been prosecuted amid many obstacles and discouragements, and its completion to the Gulf of St. Lawrence will be of great benefit to the fine agricultural and mineral lands through which it passes.

The British and French Ministers at Washington have notified the Government of the United States that their Governments will not recognize any blockade of Southern Ports that is not enforced, according to the law of nations, by the actual presence of a competent naval force; and unless such blockade excludes domestic as well as foreign vessels.

MEETING OF PARLIAMENT.

The Provincial Parliament meets on the 16th inst., and the circumstance creates no speculation among the members of the press as to the course to be pursued by the Cabinet. The present bill, however, may only be the prelude to the storm which may burst on the heads of the doomed ministry. They have no new policy to evolve to blind the people to the past errors of their stewardship, and in all probability

IS HEAVEN MORE THAN EARTH?

Oh, tell me, if I should ever die,
After that blissful day in the sky,
If I should ever die, would you
Tell me if Heaven is more fair?
They tell me, if I should ever die,
After that blissful day in the sky,
If I should ever die, would you
Tell me if Heaven is more fair?
And tell me, if I should ever die,
After that blissful day in the sky,
If I should ever die, would you
Tell me if Heaven is more fair?
Oh, tell me, if I should ever die,
After that blissful day in the sky,
If I should ever die, would you
Tell me if Heaven is more fair?
Oh, tell me, if I should ever die,
After that blissful day in the sky,
If I should ever die, would you
Tell me if Heaven is more fair?

JUDGE NOT

Judge not, oh man of mortal mind,
With judgment frail and weak;
Date not to judge the fellow-kind,
Nor harshly of their words speak.
Thou knowest not the deadly strife
That's in the heart of man;
Thou knowest not the deadly strife
That's in the heart of man.
But the spirit proved too weak
For error bold and strong,
No letter taught him how to speak
Will ever learn the wrong.
And they who speak of sin,
Still gentle with their tongue,
Seek not the healing from within,
Though the way was long.
Sins, harsh reproach will not avail
To turn him from the track,
Though gentle words will surely fail
To win the wanderer back.
Seek not a letter path to lead
Thou that of secret lead,
Where Jesus gently, kindly said,
"Go, daughter, sin no more."
Not of one strength God made us all,
Nor equal power to bear;
If then, vain due, thou choosest to fall
To thee the love's share.
See that thou reachest up to care
Thy own account to Heaven,
For more will be required than where
Less a strength than thou wilt give.

SNOW-SHOE MORALITY.

We regret to see that the too total sale of our contemporary the *Witness* should have been made in a manner totally unwarranted by facts, and indeed opposed to all facts. The sole cause of complaint which the *Witness* has against these useful and cheerful associations is that their numbers are not all tea-totalists, and that not being so, some of them use of their unpledged liberty to take a glass of ale. This is no more an argument against Snow-Shoe Clubs than against human society at large, in which the *Witness* well knows that there are far more persons who drink intoxicating liquors moderately and temperately, than there are of those who do not. Yet the *Witness* does not condemn society. He seeks to reform in his own way, those members of it whom he believes to be in error. The same course would be perfectly legitimate with snow-shoers; but nothing but that aberration of intellect which arises from the too exclusive cogitation of one idea can make it an offense to a Snow-Shoe Club that it does not exclude persons who are in every way qualified for the most respectable associations, and whom the editor of the *Witness* himself would have no objection to consort with in any common occupation. While the churches do not exclude those who are not tea-totalists, and the *Witness* does not contend that they should do so, it is absurd to demand that a Club which has no direct moral mission is to make such exclusion. As to the statement that these Clubs encourage or countenance habits of intemperance, we should hope that the statement is made in ignorance. Nothing can be more untrue. A not does not want to walk on a foot path to Cote des Neiges, when he can indulge his appetite at the next corner. Nor is a person who, when he gets to Cote des Neiges, shall indulge himself in excessive potations, the sort of man to run home again, at the pace required. The Editor of the *Witness* is supposed to read the Bible, and among the spiritual lessons to be found there are a great many common sense ones too often overlooked by enthusiasts. Among the rest he will find that persons who propose to run races have to keep their bodies under a certain subjection, and he may depend upon it that though teetotalism may have grown up since the times of the Isthmian and Olympic games, yet that men's bodies are very much what they were two thousand years ago; so that as the pretty little hymn of the Snow-Shoers expresses it—
"If a man has a belly as round as a tub,
He does not belong to a snow-shoe club."

In other words that to be a good snow-shoer a man must keep sober. All that stuff about the disorderly conduct of these Clubs is just as untrue. They are composed of young men and boys, whose lungs are blown out by the stretch up the Mountain, and who from the moment they take the downward track feel in the rapidity of the descent, the briskness of the atmosphere, and the joyousness of healthy motion an exhilaration which makes them, no doubt, somewhat more noisy than a quakers' Meeting. Who would wish that they were otherwise? Do they not go out for physical exercise, manifesting itself in this boisterous but innocent way? Do they do any great harm, if, for a few moments the rouse the echoes of the mountain's side, as they enter and leave the place where they are to take a well-earned repose moderate by rule as well as by the nature of things. We are sorry to see so sour a spirit manifested on such a subject, for no well know that no active member of a snow-shoe Club can possibly be an habitual frequenter of those miserable haunts of nightly dissipation in large towns, where so many fine lads are made shipwreck. The writer has a particular reason for noting one charge made in the *Witness* bundle, which he has a personal reason for denying. It is insinuated that several of the first members of the original among the existing Clubs have turned out ill. This is the very reverse of the truth. The President of that Club and the writer, who was also a member of it, have gone over all the thirty could remember, and there is not one of them who does not now fill a highly honourable position in the world. Could the same be said after ten years, for every society priding itself on the special piety of its members?—
Montreal Herald.

The richest endowments of the mind are temperance, prudence, and fortitude. Prudence is a universal virtue, which enters into the composition of all other virtues, and whose loss is not, fortitude loses its name and nature. Baron Staatsburg, who has imported a Cashmere dog, intending to raise his own cotton to make cashmere hair shawls with, wishes to know if there is any difference between Southdown mutton and mutton down South.

NEVER TELL A LIE.

How simply and beautifully has Abdel Kader! of Ghilou, impressed us with the love of truth in a story of his childhood. After stating the vision which made him abstain of his mother to go to Bagdad, and devote himself to God, he thus proceeds:—
"I informed her of what I had seen, and she wept: then, taking out eighty dinars, she told me, as I had a brother, half of that was all my inheritance; she made me swear, when she gave it to me, never to tell a lie, and afterward she said farewell, exclaiming, 'Go, my son, I consign you to God; we shall not meet until the day of judgment.'"
"I went on well till I came near Hamadai, when our kafilah was plundered by sixty horsemen. One fellow asked me 'what I had got?'
"Forty dinars," said I, "are sewed under my coat."
The fellow laughed, thinking, no doubt, I was joking with him.
"What have you got?" said another.
"I gave him the same answer. When they were dividing the spoil, I was called to an eminence where the chief stood.
"What property have you got, my little fellow?" said he.
"I have told two of your people already," said I. "I have forty dinars sewed in my garments."
He ordered them to be ripped open, and found my money.
"And how came you," said he, in surprise, "to declare so openly what had been so carefully concealed?"
"Because," I replied, "I will not be false to my mother, to whom I promised I never will tell a lie."
"Child," said the robber, that never knew a sense of duty to mother, at thy years, and I am insensible at my age of the duty I owe to my God? Give me thy hand, innocent boy, be convinced, that I may swear repentance upon it."
He did so. His followers were alike struck with the scene.
"You have been our leader in guilt," said they to their chief, "be the same in the path to virtue."
They instantly, at his order, made restitution of the spoil, and vowed repentance on his hand.

A list of the Shareholders of the Grand Trunk Railway has recently been published in London, taken from the duplicate register kept in that city, which should be an exact copy of that retained in Canada. By this list it appears that the only Canadian stockholders are—Mr. Stayer of Toronto, Mr. James of Barrie, Mr. G. B. Symes of Quebec, and Mr. J. H. Cameron of Toronto. It does not appear by the Register that any of the Canadian Directors are stockholders, although the law requires the qualification of a Director to be 25 shares of £25, or where the shares have been consolidated into £100 or £2500 stock. This state of things raises the question of the legality of the acts performed by unqualified Directors. We believe there is no doubt that the London Committee of investigation into the affairs of the Grand Trunk Railway have decided to afford Mr. John Ross, the President of the Company, and Mr. Blackwell, the Vice-President and Manager, an early opportunity of explaining their conduct at the expense of some other enterprise.

AFRICAN EXPEDITION.—Some interesting items are received relative to the expedition of Dr. Livingston and his party. They have been considerably scattered, and waiting for the arrival of their new steamer, but were not idle. The chief himself had followed the Zambezi up to the remarkable Victoria Falls, whose curious rocky cliffs and clouds of mist are familiar to all the readers of his work on South Africa. This journey has enabled him to map and examine a long section of the river left unexplored in his former travels. Mr. Baines, the artist, had gone to Cape Town, but was to return immediately to the Eastern coast of Africa, by a partially new route. Other members of the party were engaged in making short excursions on either side of the Zambezi, thus extending their acquaintance with the natives and their knowledge of the topographical peculiarities of the country. Meanwhile, the Cotton Supply Association of England are preparing to aid Livingston's former efforts by opening a trade with the Valley of the Shire, and with the cotton cultivation on its shores and those of Lake Nyassa.

The Quebec Chronicle says:—"R. T. Pennefather, Esq., the Governor General's Secretary, has been appointed Auditor General of Ceylon. The office is a very lucrative, honorable, and important one, entitling its holder to a seat in the Council and the Legislative Assembly, and giving him rank after the Chief Justice, who is the third or fourth official personage in the island."

On the morning of the 29th January, the stable and driving-house on the Masse premises belonging to the Presbyterian congregation in Inisfail, with all their contents, were destroyed by fire. The contents, belonging to Rev. Mr. Whitman, consisted of a horse, buggy, harness, coat, buffalo robes, hay, a small quantity of oats, and several other articles.

The editor of a Quebec paper narrates his experience. He says:—"On Saturday afternoon while coming along George-street, St. John's suburbs, we observed a man, apparently from the country, attempting to drive a horse which was drawing a heavy load of wood, while in a pitiable state of intoxication. The horse, the 'horse,' or the 'man?'
A patent table lamp, called the Belmont, has been invented, giving a light equal to six candles, at a cost of a farthing an hour, and the lamp lasting three months and requiring no oil.
The tin shop and store warehouse of Mr. John Buchanan, Ingersoll, was burglariously entered on Tuesday night, and twenty cents stolen therefrom.
The ship *Belkiah Thayer*, David E. Maclean & Co., Agents, Montreal, cleared from Portland, on Thursday, the 21st instant, with 21,000 bushels wheat and peas, 6,300 barrels flour and oatmeal, and 100 tons meat and bacon.

A NEW MAIL.—On Wednesday last an arrangement was commenced by which a mail bag was dispatched from Montreal, via Portland, for St. John's, N.B., and Nova Scotia. It will be continued until further notice. The hour of closing this mail will be 3.30 every Wednesday afternoon.
Charcoal put to the roots of dabbles and other flowering plants, will render them vivid; flowers newly white being thus turned to a deep red, sometimes altogether, and sometimes mixed with a lighter hue in half a dozen, varieties, from one and the same root.
On Wednesday last, the 6th instant, Mr. Grain, farmer, Pilkington, came to his death, the result of injuries received from the kick of a horse. The deceased leaves a family to mourn his loss.
A gentleman was called upon to apologize for words uttered when in wine. "I beg pardon," said he, "I did not mean to say what I did; but I've had the misfortune to lose some of my front teeth, and words got out every now and then without my knowledge."

On Wednesday, the 6th ult., Mr. Peter Stoner, a farmer of Scarborough, happened with an accident which has since proved fatal. While Stoner and another man, Thomas Ellis, were chopping cordwood, the timber being much frozen, they both engaged in trying to split the same log, intending to strike nearly the same time at opposite ends. When Ellis struck, his axe touched the end of another stick, glanced and hit Stoner in the thigh, severing the large artery. On Friday last, more than two weeks after the accident, amputation was deemed necessary. "Go, my son, I consign you to God; we shall not meet until the day of judgment."

A few Sabbaths ago the banns of marriage between a young couple residing in a neighboring township, says the St. Catharines Post, were publicly read in one of the churches in this town, and in a few days afterwards the wedding was expected to take place. Before the appointed day arrived, however, the bridegroom and the bride's sister, who was engaged to marry another young man in the neighborhood, concluded that a "fair exchange" would be no robbery; and they, therefore, quietly left home, and got a marriage contract performed by a magistrate not a hundred miles distant. A few days afterwards they returned to their friends as composed as if nothing unusual had occurred. The disappointment caused by this unexpected manoeuvre may be easily imagined.

The Ottawa Union records the death of an old inhabitant, Mr. Reuben Traveller. "Died at his residence, Ottawa, on the 2nd inst. He passed through an eventful life, among other circumstances having been present at several of the great naval battles of Nelson, and being also one of those venturesome spirits accompanying Mungo Park in his African exploration. He was born in the County of Carleton County since the County was first formed."

A newly-born infant was found in a woodshed in Sandwich on Saturday night. It was almost naked and nearly frozen to death. The *Journal* says:—"Attached to the small piece of clothing wrapped around it, was a paper containing a request in the French language, that the Sisters of Charity would take care of the orphan (?) and that they would be recompensed by the mother every three months."

Ottawa Market Prices.

March 7, 1861.	
Wheat—Fall, white.....	\$1 05 @ 1 10
Spring, red.....	1 00 @ 1 05
Spring, No. 1.....	1 00 @ 1 05
Flour—Fall Wheat, No. 1.....	5 50 @ 5 75
Spring, No. 1.....	5 25 @ 5 50
No. 2.....	3 75 @ 4 00
Farmers'.....	5 00 @ 5 00
Oatmeal @ 100 lbs.....	4 50 @ 4 75
Rye @ bush, 56 lbs.....	0 50 @ 0 55
Barley @ bush, 48 lbs.....	0 40 @ 0 45
Oats @ bush, 32 lbs.....	0 20 @ 0 25
Peas @ bush, 60 lbs.....	0 50 @ 0 55
Beans @ bushel.....	1 00 @ 1 25
Corn @ bushel.....	0 50 @ 0 55
Potatoes @ bushel.....	0 25 @ 0 27
Hay @ ton.....	8 00 @ 11 00
Straw @ 100 lbs.....	6 00 @ 7 00
Pork @ 100 lbs.....	5 00 @ 7 00
Beef @ 100 lbs.....	6 00 @ 6 00
Mutton @ lb by the quarter.....	0 05 @ 0 06
Ham.....	0 00 @ 0 10
Tallow @ lb.....	0 10 @ 0 11
Lard @ lb.....	0 10 @ 0 10
Hides—slaughtered, @ 100 lb.....	0 50 @ 0 50
Cows.....	0 25 @ 0 25
Chickens each.....	0 15 @ 0 20
Wool—fleece washed.....	0 25 @ 0 30
" pulled.....	0 27 @ 0 30
Apples @ bushel.....	0 60 @ 1 20
Wood—hemlock, &c. @ cord.....	1 00 @ 1 25
" hardwood.....	2 75 @ 3 00
Geese each.....	0 50 @ 0 60
Ducks @ pair.....	0 30 @ 0 40
Turkeys each.....	0 75 @ 1 00
Butter—fresh @ lb.....	0 17 @ 0 18
" tub.....	0 14 @ 0 15
Eggs @ dozen.....	0 20 @ 0 22

Brookville Market Prices.

March 11, 1861.	
Fall Flour, @ 100 lbs.....	\$2 80 @ 3 00
Spring Flour.....	2 50 @ 2 50
Fall Wheat.....	1 00 @ 1 00
Spring Wheat.....	1 00 @ 1 00
Buckwheat.....	0 25 @ 0 30
Indian Corn @ 50 lbs.....	0 50 @ 0 60
Barley @ 48 lbs.....	0 50 @ 0 60
Oatmeal @ 100 lbs.....	2 50 @ 0 50
Peas.....	0 00 @ 0 50
Potatoes.....	0 25 @ 0 30
Oats.....	0 23 @ 0 25
Hay @ ton.....	11 00 @ 13 00
Beef @ 100 lbs.....	2 00 @ 5 00
Butter.....	0 12 @ 0 15
Eggs.....	0 00 @ 0 14
Turkeys.....	0 90 @ 0 90
Hardwood.....	0 50 @ 0 60
Pork @ pair.....	0 25 @ 0 30
Pork, Prime Mess.....	15 00 @ 12 50
Wool @ lb.....	0 20 @ 0 20

Perth Market Prices.

March 7, 1861.	
Pot Ashes, per cwt.....	\$5 00 @ 5 25
Pork, Prime Mess, per 100 lbs.....	5 00 @ 6 00
do Prime.....	5 00 @ 6 00
Beef do.....	4 50 @ 5 50
Wheat, per bushel.....	0 90 @ 0 95
Oats do.....	0 20 @ 0 25
Peas do.....	0 50 @ 0 55
Barley do.....	0 50 @ 0 55
Potatoes do.....	0 20 @ 0 25
Flour, per barrel.....	4 00 @ 4 50
Oatmeal do.....	5 00 @ 6 00
Butter, per lb.....	0 12 @ 0 13
Eggs, per doz.....	0 00 @ 0 00
Hay per ton.....	12 00 @ 14 00

DENTISTRY.

DR. A. N. COLE.
RESPECTFULLY ANNOUNCES to the Inhabitants of Carleton Place and Vicinity, that he has taken Rooms at
R. METCALF'S HOTEL,
for a short time, where he is prepared to attend to the Diseases of the Eye, Ear, Teeth, and Gums, and also all persons who may be afflicted with the terrible malady of Stuttering or Stammering, or any impediment of speech. Instant Relief imparted to those suffering from Neuralgia or Tooth Ache.

PARKER'S

MACHINES
The London and New York Fashions received quarterly. Call and have your Clothing made to order for those who may wish it. Also, Cutting taught in the latest and most improved style.
GEORGE B. LONG,
Near the Almonte House,
Almonte, December, 1860.

W. McCANN,
STATION AGENT, FOR B. & O. RAILWAY CO.,
SMITH'S FALLS.
Agent for the British & American Express Co.
AGENTS FOR THE
Provincial Insurance Company
of Canada.
Risks taken and losses promptly settled.
Smith's Falls Station,
Jan. 24th, 1861. 21st

100,000 Bricks—First Quality
FOR SALE AT ANPRIOR!!
Enquire at
CAMPBELL'S HOTEL.

TWO VILLAGE LOTS
FOR SALE.
THE Subscribers offer for sale two Village Lots, in Carleton Place, being Lot Number three, on Bridge Street, situated between Hugh Neilson's and Michael Murphy's, and containing fifty-two feet in front and running back two hundred and eighteen feet to Victoria Street.
Also—
Lot No. Eleven on St. Paul Street, being a Corner Lot with a good cedar log-house on it, nearly finished.
Terms reasonable. Apply to
JOSEPH BOND.
Carleton Place, Feb. 9th 1861. 23rd

JACKSON & MENSIES,
CABINET-MAKERS & SIGN PAINTERS, ARRIPIOR, C. W. Respectfully announce that they have commenced business in the above place, and hope by strict attention to work entrusted to them, by moderate prices, and good workmanship, to merit the public patronage.
Arnprior, Sept. 1, 1860. 52nd

LAND FOR SALE.
THE Subscribers offer for Sale Twenty-two acres of Land, being a part of Lot Number Thirteen in the Eleventh Concession of the Township of Beekwith. It is within about a mile from Carleton Place, and within about three acres from the Railroad. The land is well fenced, and there is a good log-house on the Premises, and a good well. The above Land will be sold by Auction at Lavallee's Hotel, Carleton Place, on Tuesday, the second of April, being the fair day, at Three o'clock, P. M., if not sold before. Terms made known on the day of Sale.
WALTER SCOTT.
Carleton Place, March 4, 1861. 26th

REWARD.
I will give Five Dollars Reward to any person who will give information that will lead to the apprehension and conviction of the party or parties, who, between the first and fourteenth day of February last, cut Timber on the South West half of Lot Number Fourteen in the Ninth Concession of Beekwith.
WILLIAM WILSON, Surgeon.
Carleton Place, 1st March, 1861. 26th

TEACHER WANTED.
A TEACHER holding a Second or Third class certificate wanted in School Section No. 7, Pakenham. Apply to
JOHN CUNNINGHAM,
ROBERT MCKITTRICK,
BOLTON CUNNINGHAM.
Pakenham, Feb. 20, 1861. 25

MARRIAGE LICENCES.
ISSUED BY THE SUBSCRIBER,
ALEXANDER STEWART,
White Lake, McNab.

NOTICE.
NORTH LANARK COUNTY AGRICULTURAL SOCIETY.
THE Directors of the North Lanark County Agricultural Society are requested to assemble in the Town Hall, Ramsay, on Monday, the 11th day of March, at 11 o'clock, forenoon.
DAVID CAMPBELL, Sec. & Treas. N. L. A. S.
Ramsay, 21st Feb., 1861. 25th

FOR SALE.
THAT Large Stone Building on the 8th Line of Ramsay, known as MANSELL'S TANNERY.
Also—
The Dwelling House on the opposite side of the road with the Garden and about four or five acres of land.
For particulars enquire at this office.
Carleton Place, Feb. 25, 1861. 25

NOTICE.
THE UNDERSIGNED beg to call the attention of their friends and that of the Public to their Stock of
DRY GOODS, HARDWARE,
GROCERIES, CROCKERY,
MADE CLOTHING, OILS,
PAINTS, DRUGS AND
MEDICINES, BOOTS AND SHOES
And other articles in their line, all of which they will sell for money or merchantable Produce.
All accounts due by 31st December last, not settled up by the first of March, to be closed by a Note at short date, with interest, if not otherwise arranged.
ANDREW RUSSELL & SON,
Arnprior, 1st Feb., 1861. 23

STRAYED HOUNDS.
LOST on Long Lake, Township of Darlington, in the month of December last, a Black and Tan Deer Hound, answers to the name of "Indian." Also a Black and White spotted Bitch, answers to the name of "Trim." Any information thankfully received.
JAMES D. GEMMILL.
Almonte, 20th Feb., 1861. 24

FOR SALE OR TO RENT.

THE SUBSCRIBER offers for Sale or to Rent, upon reasonable terms, that well known Tavern Stand at Clayton, so long and favorably known as "Coulter's." Applicants for purchase will please make immediate application previous to its being rented. For further particulars apply to the Subscriber.
JAMES COULTER.
Clayton, Feb. 13, 1861.

STOP AND READ!

To the Inhabitants of Almonte and Surrounding Country.
GEORGE B. LONG'S
New Tailoring Establishment,
ALMONTÉ, C. W.
The Subscriber having just opened a Tailoring Establishment in Almonte, almost opposite the Almonte House, where he is prepared to execute all orders with neatness and dispatch. His hands are of many years' experience in the United States and Canada. He is confident that all orders entrusted to him shall be executed to suit the Prince or the Peasant.
All Garments Warranted to Fit and give thorough Satisfaction.
The London and New York Fashions received quarterly. Call and have your Clothing made to order for those who may wish it. Also, Cutting taught in the latest and most improved style.
GEORGE B. LONG,
Near the Almonte House,
Almonte, December, 1860.

W. McCANN,
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ROBERT MCKITTRICK,
BOLTON CUNNINGHAM.
Pakenham, Feb. 20, 1861. 25

MARRIAGE LICENCES.
ISSUED BY THE SUBSCRIBER,
ALEXANDER STEWART,
White Lake, McNab.

NOTICE.
NORTH LANARK COUNTY AGRICULTURAL SOCIETY.
THE Directors of the North Lanark County Agricultural Society are requested to assemble in the Town Hall, Ramsay, on Monday, the 11th day of March, at 11 o'clock, forenoon.
DAVID CAMPBELL, Sec. & Treas. N. L. A. S.
Ramsay, 21st Feb., 1861. 25th

FOR SALE.
THAT Large Stone Building on the 8th Line of Ramsay, known as MANSELL'S TANNERY.
Also—
The Dwelling House on the opposite side of the road with the Garden and about four or five acres of land.
For particulars enquire at this office.
Carleton Place, Feb. 25, 1861. 25

NOTICE.
THE UNDERSIGNED beg to call the attention of their friends and that of the Public to their Stock of
DRY GOODS, HARDWARE,
GROCERIES, CROCKERY,
MADE CLOTHING, OILS,
PAINTS, DRUGS AND
MEDICINES, BOOTS AND SHOES
And other articles in their line, all of which they will sell for money or merchantable Produce.
All accounts due by 31st December last, not settled up by the first of March, to be closed by a Note at short date, with interest, if not otherwise arranged.
ANDREW RUSSELL & SON,
Arnprior, 1st Feb., 1861. 23

STRAYED HOUNDS.
LOST on Long Lake, Township of Darlington, in the month of December last, a Black and Tan Deer Hound, answers to the name of "Indian." Also a Black and White spotted Bitch, answers to the name of "Trim." Any information thankfully received.
JAMES D. GEMMILL.
Almonte, 20th Feb., 1861. 24

FOR SALE OR TO RENT.

THE SUBSCRIBER offers for Sale or to Rent, upon reasonable terms, that well known Tavern Stand at Clayton, so long and favorably known as "Coulter's." Applicants for purchase will please make immediate application previous to its being rented. For further particulars apply to the Subscriber.
JAMES COULTER.
Clayton, Feb. 13, 1861.

STOP AND READ!

To the Inhabitants of Almonte and Surrounding Country.
GEORGE B. LONG'S
New Tailoring Establishment,
ALMONTÉ, C. W.
The Subscriber having just opened a Tailoring Establishment in Almonte, almost opposite the Almonte House, where he is prepared to execute all orders with neatness and dispatch. His hands are of many years' experience in the United States and Canada. He is confident that all orders entrusted to him shall be executed to suit the Prince or the Peasant.
All Garments Warranted to Fit and give thorough Satisfaction.
The London and New York Fashions received quarterly. Call and have your Clothing made to order for those who may wish it. Also, Cutting taught in the latest and most improved style.
GEORGE B. LONG,
Near the Almonte House,
Almonte, December, 1860.

W. McCANN,
STATION AGENT, FOR B. & O. RAILWAY CO.,
SMITH'S FALLS.
Agent for the British & American Express Co.
AGENTS FOR THE
Provincial Insurance Company
of Canada.
Risks taken and losses promptly settled.
Smith's Falls Station,
Jan. 24th, 1861. 21st

100,000 Bricks—First Quality
FOR SALE AT ANPRIOR!!
Enquire at
CAMPBELL'S HOTEL.

TWO VILLAGE LOTS
FOR SALE.
THE Subscribers offer for sale two Village Lots, in Carleton Place, being Lot Number three, on Bridge Street, situated between Hugh Neilson's and Michael Murphy's, and containing fifty-two feet in front and running back two hundred and eighteen feet to Victoria Street.
Also—
Lot No. Eleven on St. Paul Street, being a Corner Lot with a good cedar log-house on it, nearly finished.
Terms reasonable. Apply to
JOSEPH BOND.
Carleton Place, Feb. 9th 1861. 23rd

JACKSON & MENSIES,
CABINET-MAKERS & SIGN PAINTERS, ARRIPIOR, C. W. Respectfully announce that they have commenced business in the above place, and hope by strict attention to work entrusted to them, by moderate prices, and good workmanship, to merit the public patronage.
Arnprior, Sept. 1, 1860. 52nd

LAND FOR SALE.
THE Subscribers offer for Sale