

The Morning Courier.

FOR THE COUNTRY.

Optimus est Republicæ status, ubi nihil deest nisi licentia perendi.—SENECA.

MONTREAL, THURSDAY MORNING, AUGUST 27, 1835.

VOL. I.

No. 26.

Morning Courier.

MONTREAL, TUESDAY, AUG. 25, 1835.

It cannot be assumed that the arrival in Canada of the Royal Commission, and yet preserve the silence on the object of their visit.

We are not convinced of the fact that the Commission are liberal in principle, and independent in conduct, without having their presence the dawning of a new era in the history of Canada.

We are neither deaf to the discontents of the Colony, nor are we blind to the vast acceleration in her advancement which the prevalence of concord and harmony among us would produce; and we, therefore, would embrace, with eagerness, any proposal which would lead to the first probable means by which we may be relieved from our present thralldom, and free ourselves in our energies, may, without tampering, reap all the natural benefits which, as inhabitants of this Colony, the God of Nature has put within our reach.

We would confine ourselves on this occasion, solely to the expression of our earnest desire that every act, every investigation by the Commissioners, may be regulated by the most unequivocal impartiality and the strictest justice. We abjure all approach to dictation, on the part of Constitutionalists, and urge unceasingly as well as altogether unnecessary. We would not utter one precautionary sentiment about concession, for, from whatever side this may be, we are confident, provided equity have dictated it, the profession of these sentiments, we are proud to think that we are not singular.

We beg to call the attention of our mercantile friends especially, to the very satisfactory and intelligent letter of our London correspondent, on the subject of the pending inquiry into the Timber Trade of Great Britain with this Colony, and the Northern departments of Europe. We congratulate the friends of both the Colonies, on the able issue to which the present inquiry is to be brought. Without our present views, we should be, in our present circumstances, wholly unable to meet existing elements between this country and Britain. As we are the Home markets for agricultural products, we cannot export surplus produce, with any chance of a remunerative price being obtained by both the farmer and merchant. Our Timber Trade is our principal, if not our only source of revenue. Remove this, and there would be a sudden and disastrous revulsion in the current of our prosperity.

The chief element, which, more than any other, tends to give so great an advantage to British merchants, in bringing their lumber to market, is the cheapness of labour in their own countries. It is not solely the cost of the sea voyage, nor the dangerous nature of the competition with Canada, which, into competition with Canada, on favourable conditions, but simply the cost of its production. This it is which makes it possible for it to bear long and tedious navigation, and yet be sold cheaper than can our Colonial produce, believe, however, that wages on the Continent may be fairly taken to be now at a minimum; and the increase of price in the wood articles may, therefore, be ascribable upon an increased distance from the source now require to be brought. Time aggravates this evil.

The public will not forget that Mrs. Rogers takes her benefit tonight. She desires to be otherwise, we should deem it pardonable slight upon the array of personal and amateur talent which has been assembled to pay this well-earned compliment to Mrs. Rogers.

The St. George Steamer left Quebec on Friday morning at half-past one o'clock, and reached this city about twelve on the same day. She had 45 cabin and 300 stowage passengers on board, and 300 in tow.

Private Correspondence.

LONDON, July 15, 1835.

I will doubtless hear, from time to time, of the continued distress of the Timber Trade; and as its doings must be deeply interesting to your readers, I shall enclose all that I can in my present communication, and myself entirely to them. I have not been well, and so much information as I could pick up, relative to the subject, but a acquaintance with several of the members of the Commission, enables me to present you

with such gleanings as sufficiently indicate the complexion of the matter with respect to the British Parliament. So far, indeed, as the business of inquiry has proceeded in, there does not seem to be any grounds for apprehending serious detriment to the Colonial Timber Trade. The evidence hitherto taken, although adduced with the opposite intention, has chiefly favoured the Colonial interests. This is no slight triumph; when, be it remembered, the composition of the Commission is so adverse, and the advocates of the British Trade, had the precedence in delivering their evidence. Upon what ground this preference was extended to these rather than to British colonists, I could not learn; but the impression is not likely to do you much mischief, for although many of those interested in the Colonial trade were prevented from stating all they had to advance, the contradictory testimony of those friendly to the British trade, made the little good evidence which was allowed to say far greater effect. With the arguments against this change in the present state of duties on timber, you are of course well acquainted, and so I need not touch upon any thing that was advanced on this side by Messrs. NELSON, BLISS, PEARSON, &c., who have been already examined. Some important facts have been elicited by examination of the Baltic merchants. With a few of these I shall now attempt to furnish you.

It was distinctly allowed by three of the most respectable men belonging to that class, that from the circumstance of Baltic timber increasing in price, owing to the greater distance from any shipping ports of the places where it could now be procured and from the actual circumstances of the countries where produced, Baltic timber was getting every day scarcer, and that there could be no possibility of supplying the United Kingdom with the article, unless it had not been compensated for by the removal of the tax. The timber procured on the southern branches of the Dnieper, such as the St. George, &c., is floated, some upwards, some downwards towards a lake near Pinsk, from which it may be transported by canal either to the Bug, and thence by the Vistula to Dantzig; or through another canal by the Niemen, and then down the Mezel River to Memel. Again, the deal procured in Sweden, were formerly chiefly cut on the Lake Weimar, but lately they have been obtained from the banks of the river which feed that lake.

It was contended for by some witnesses that the Norwegian forests were of themselves capable of supplying the demand for deals of the United Kingdom; while others asserted, that the forests of Poland were inexhaustible. The inconsistency in the evidence of those different individuals you cannot fail to remark. All to a man, acknowledge that the Baltic Trade is a losing one, and has been so for many years. They do not hesitate to ascribe the deterioration, in a great measure, to an enhancement of price in the article; and yet, in the same breath in which they acknowledge the supply from the Baltic to be small, and becoming every day more difficult to obtain, they would assure the Committee that, for the consumption of Great Britain and Ireland could be had from the same sources at a trifling additional cost. I cannot persuade myself that this logic will prevail with the Free Trade gentlemen, however much their worship of a theory may incline them to make the experiment with the Colonial Timber Trade, although at an immense risk to the National Revenue, and to consumers generally. You will readily perceive the vast change which would be effected by the transfer of some 200,000 tons of timber from the Colonial to the Baltic Trade.

It is in fact some certain that, independently of all other considerations, a sufficient supply of wood could not be got from the North of Europe, without such an enhancement of price, as would speedily equalize itself the Colonial and Baltic Trade. But surely every patriot would not thus wantonly transfer the advantage of two or three years from British Colonists, to the pockets of foreigners, who buy little of our goods. Push the Timber Trade of the North of Europe much beyond its present straightened position, and the effort would be electrical on the state of the market. Up would go prices, and they would not stop, until checked by the lowest possible rate at which Colonial timber could be brought into competition with Baltic. The Russians and others, would reap a golden harvest during the time the price took in rising to the lowest competition point. Such a change would only create a useless, and I might say a most disastrous cessation to all those at present engaged in the Colonial timber business, and whose capital had been embarked in it, in the erection of mills, establishment of agencies, &c., upon the understanding that the policy of the Mother Country would be always just and beneficent, if not unchangeable.

Keeping out of view the increasing scarcity of timber in the old and thickly inhabited countries in the North of Europe, the market in which it is at present brought into trade, favours the

lowers of the price, gradually increasing though they be. The trees are not brought on the immense distance of 1,000 or 1,500 miles, up and down streams, over shallow and through canals, for their own sakes, so to speak, but they also serve the purpose of boats in the conveyance of grain, &c., to the great shipping ports. So that unless it is to be imagined, a very unlikely supposition, that the export of other articles would keep pace with the sudden expansion of the Baltic Timber Trade, were the whole of Great Britain thrown open to it, the price of lumber would be raised by the introduction of a new item in the cost of transportation. By the present system, the grain, &c., bear part of the expense; under a different mode the rafts would require to bear their own. The time consumed in transporting these is also very great; two, three and even four months being frequently consumed in the circuitous navigation. You must know that it is to the smaller feeders of the great rivers that the European lumbermen have to repair, and these are generally shallow, and are thus additional causes of delay and expense. How much that would not all these difficulties be multiplied, were the attempt to be made to supply Great Britain entirely.

The Committee were considerably amused with the evidence which Mr. REYNOLDS, one of your Colonial dealers in small philosophy, gave. The sang froid and pomposity with which this dealer, made the strongest assertions, and braved the wisest doctrines, was quite amusing. The members of the Committee were not long in discovering that they had to deal with a bit of an enthusiast, and so, after the first brush of surprise was over, they very good naturedly allowed the young man to detail to them a few incidents of his private history in Canada; how that he had been a dealer in Ashes at one time, and afterwards the conductor of a newspaper, the contents of which, not exactly squaring with those of the Canadian merchants, were the ruin of him and the paper. It was highly characteristic of this mistaken youth, to clench or perforce his assertions and reasonings with the remark, which came from him as an axiom, "that, as the separation of the Canadas from this Country was inevitable in the course of a few years, it was cruel (to) Britain to encourage a trade which would so soon be destroyed." This witness declared very eloquently on the demerits of the Lumber Trade in Canada, and stated that it was opposed by all the intelligent part of the community—PARLIAMENT and his party!!! This is quite enough. The cause of their opposition is no secret. REYNOLDS, as he says, was ruined by the Canada merchants, and now he attempts to do the same for them.

The above is all the information which, with considerable difficulty, I have been able to obtain from various sources, regarding the progress of the Timber Trade Commission. You may rely upon it as being accurate, that it is free from material errors. You may be thankful that the Colonial interests in Britain have shown so much determination and activity, to thwart the attempts to make a bare thrust at our North American Colonies. Deputies have arrived from Shields, Leith, Glasgow, Dublin, Liverpool, and other parts extensively interested in this trade. These go hand in hand with the North American Agents, and determine from and after the 1st of July, 1836, and that, in lieu thereof, there be levied and paid on all Teak taken for home consumption, 3s. 6d. per lb. The resolution was agreed to after a short conversation.

THE CHANCELLOR OF THE EXCHEQUER.—From the statement of the Chancellor of the Exchequer last night in the House of Commons. The present duties on teak continue till the 1st July, 1836, from that period an uniform duty on all Teak imported, of 3s. 6d. per lb.

BEFORE the proceedings of the Tea sales this morning the trade congratulated themselves on the clear and just views they had taken on the Tea duties, which, and the present objects, that the important measure will be brought before the present Session of Parliament respecting the Colonial and Baltic Trade.

The repeated attempts, like the present, to swamp the Colonial interests, you might very properly wish as a powerful argument, for Canada merchants to be active in the promotion of every means for facilitating, at the lowest possible price, the shipment of your timber, and not to be so secure in the enjoyment of the present privileges, as to be blind to any other channel of commerce which may open up in the course of events. A change in our present Colonial relations is not impossible, though such can by no means be considered at present as near at hand.

ARRIVAL OF THE COMMISSIONERS.

Yesterday evening a Frigate was announced by the Telegraph, which proved to be His Majesty's Ship *Porpoise*, Hon. Captain Ross, with the long expected Commissioners. This morning she was obliged to anchor off Patrick's Head, the wind being foul, to await the return of the tide. Whilst at anchor, as we hear, information was conveyed to another of Patrick's Head, that the *Porpoise* had passed Green Isle, without complying with the Quarantine Regulations; it is certain, however, that Dr. Ferguson, Health Officer, presented down the river to the Frigate, which he boarded, and though the tide is now making, she still remains anchored at length, under some misapprehension, since omitted, and her arrival in port and the disembarkation of the Commissioners cannot be looked for till tomorrow. The Earl of Gosford and Sir Charles Grey are without their families, Lady Grey accompanied Sir George and Mrs. Elliot is also with her husband. The

Frigate sailed from Portsmouth on the 23d July, but unfortunately not a single newspaper has been brought.—*Quebec Mercury of Saturday.*

The *Excelsior* and *Lady Aylmer*, Lady Aylmer and Captain Doyle, A. D. C. will return to Britain in the *Porpoise*, which is not expected to remain in Quebec longer than ten to twelve days. Mr. Goss, Military Secretary, and Lieut. Fyfe, A. D. C., remain in Canada for some time longer.—*Quebec Gazette.*

Crops of all kinds promise to be abundant this year. English grain and oats were never better.

Corn is doing finely and if the frost does not come too early there will be a heavy crop. Grass, contrary to the anticipations held in the early part of the season generally, came in well. Ground lands in this district are better than last year. On dry hills grass is less plentiful, but the farmers say that it was never so good and better than usual, and that although less bulky the crop was equally valuable.—*Greenfield (Mass.) Gazette, August 13.*

REMARKS ON THE QUERCUS MARKETS FOR THE WEEK ENDING SATURDAY, August 22, 1835.

FLORIS.—In this article nothing of consequence has been done, no sales under 30s. for Canada have been reported, but no purchases are making except to supply pressing wants.

PROVISIONS.—In Pork or Beef there has been nothing done for shipment, and the demand for consumption is at present very trifling; the stock of the former article is light, and there is no Beef offering for sale.

FISH.—Some Salmon has arrived from Bay Chaleur, for which \$10 1/2 per lb. has been offered. A lot of 350 fish No. 3 Mackerel has brought 14s. 1/2 per 90 days.

TORONTO.—Some speculative purchases of Tobacco have been made at 3/4 for U. C. Leaf, and 9/16 for Plug; and the price now demanded is 6/4 for the former, and 1/4 for the latter. The quantity in market is small and in few hands.

WEST INDIA PRODUCE.—The only arrival of West India produce this week has been the cargo of the *Brace Superior* from Halifax. In the beginning of the week several small lots of *Loe Van Ram* were placed at 3s. 2d. and today 60 tons Demarara 1 1/2 @ 4s. 3/4, the price refusing to sell a larger quantity at that price. A parcel of 27 tons of Sugar, 1 1/2 @ 4s. 3/4, has been sold at 3s. 9/4, and a further quantity, say 150 tons has changed hands, price not reported. An offer was also made today of 3s. 3/4 for a lot of about 70 tons, 1 @ 4s. 1/2 and 1 @ 4s. 3/4 and 4 months, and we believe refused. The grocers who have been holding back in expectation of lower rates, are now out of stock. Sugars are in few hands and holders appear sanguine of realising higher prices, but these have been with transactions worth notice.

REVENUE GUARD.—This article is held at 6 1/2 1/2 lb.

WHEAT.—Good rate of White Pine are ready sold at 4 1/2 1/2 foot, measured off. In other articles of Lumber there is not much doing.

LONDON, July 14.

On motion of Mr. S. Rice, on the 13th inst., the House went into committee on the Tea duties, when the right hon. gentleman moved the following resolution:—"That it is the opinion of this committee that the duties on Tea should be reduced, and determined from and after the 1st of July, 1836, and that, in lieu thereof, there be levied and paid on all Teak taken for home consumption, 3s. 6d. per lb. The resolution was agreed to after a short conversation."

SETTLEMENT OF THE QUESTION OF THE DUTY ON FOREIGN BROWN TEA.—We on Tuesday last partially referred to the letter of Lord Glenelg (Charles Grant) to the Indian Board in June 1834, in which the pledge of the Minister and the Government were given, that no duty higher than 1s. 6d. per lb. should be levied on this description of Tea; under this pledge or understanding the merchants imported Tea; under the force of this official document, all contracts of dealers, buyers, and sellers were made; and any arbitrators in office should dare to interfere, rendering the good faith of the Government a reality, appeared to us a monstrous act. We therefore strongly urged the Trade to keep before them the letter of Lord Glenelg; the consequences have been their complete success. The order of the official communication was sent to the Treasury, which was a checkmate. An order from the Treasury was forth transmitted to the Customs, ordering that all parcels of Foreign Tea sent for the 3d. duty, in place of 6s. 6d. per lb., be released, and that all such Teas, should in future be liable, only to the 3s. 6d. per lb. duty.—*London papers.*

MONTREAL, WEDNESDAY, AUG. 26, 1835.

CONSTITUTIONALISTS CAN BECOME HIGHLY VENTURE ground in the present crisis of Colonial affairs. Strong in the innate conviction of the goodness of their cause, the most manly, open, and magnanimous course ought to be their's. They cannot be under the slightest temptation to diverge into any sordid policy.

They have so deeply planned and complicated a league for the oppression of their fellow-subjects, or for their own exclusive aggrandizement, that can make them dread the minutest investigation. Into all the claims they prefer, they challenge the closest scrutiny. That they are right in taxing their political opponents with sinister designs, they appeal, in justification, to the Colonial history of the last few years; and to be convinced that they are wrong, must first be reconciled, on the part of others, a profession of patriotism, with perseverance in the prosecution of the most anti-patriotic and pernicious of measures. How those abettors of disunion can make their pretensions so borne out by the necessity of the case; how they can urge, with justice, one second plea for the extreme position they have assumed, we confess our total inability even to conjecture. Misrepresentation will no longer avail them. Every assertion will, in Canada, be capable of being met by positive evidence of its truth or falsehood; and the same deception cannot be practised here as in England. It forms a subject, then, of sincere congratulation, that to no unworthy shifts need Constitutionalists be reduced. They have advanced no false or extravagant statements, which they may now be compelled either to retract or to support. Proved abuses in the Provincial Government they are ready to assist in rectifying, and alleged ones they are most anxious should be investigated. They totally disclaim all participation, by interest or sympathy, in a partial or feebly administered Government. Constitutionalism, indeed, rests on too sound and extensive a foundation, to seek alliance with deception or corruption, under whatever form.

But it must be confessed, that it is not the verdict, which after a fair hearing by the Royal Commissioners, Constitutionalists can be reasonably anxious about. It is not the want of a noble testimony being borne to the justice and the fairness of their cause, that they need fear, but the ulterior measures which may be devised for the final settlement of the political differences that at present distract this Colony. Any temporary expedients which might be resorted to, merely to produce immediate quiescence among the jarring elements of contending parties, we should consider no boon. Any thing short of laying the foundation of a permanent amalgamation of the interests and wishes of those of all origins who inhabit this Colony, will ultimately prove wholly illusory. In aiming at the development of measures which will in a few years swamp nationally, or at least deprive it of the paramount importance with which it is at present invested, we deem that we are adopting the only rational course that can be pursued with any chance of ultimate success. If it be impossible that any amalgamation, politically speaking, can ever take place among British and Canadian; if the latter are always to stand at so great a distance from the others, and assume towards them so selfish and so defying a position as at present, there never can exist in this unfortunate Colony internal peace and prosperity. We need not, however, despair of a beneficial result from wise measures founded upon just and enlarged views. The difficulty lies not in overcoming physical obstructions, not in the theoretical settlement of political questions, but in turning and rendering harmonious the "wilder passions of the human breast." Were party spirit annihilated, the most difficult point in legislating upon our Colonial differences would be surmounted.

Although this summer has been very unfavorable for the uninterrupted and successful prosecution of such work as Railroad making, we are happy to learn that fully three-fourths of the road between Laprairie and St. John's is already graded. It will not, of course, be attempted to lay the steeps and rail this season, but the operations of the Committee will be solely confined to the preparing of the track for the reception of these, early next summer. It will be of considerable advantage to the work so far completed, to be allowed to settle down and harden for some months, before further proceeded with. Workmen are now busily engaged in constructing bridges along the route and the wharves, at the places where it terminates.

In taking this opportunity of expressing our satisfaction at the success which has attended the exertions of the Engineers and Committee of Management of this undertaking, we may advert to a suggestion which has been made to us, and which if complied with, would alter considerably the present course of traffic with Laprairie and the country beyond. It is proposed as a great improvement, to have a Railroad from Point St. Charles, to pass through Griffintown, and terminate at some desirable place near St. Ann's market. The advantages which this plan offers, when viewed in connection with the Laprairie Railroad, are considerable. In the first place, it is imagined there would be a considerable saving of time in the passage of the boat from one side of the river to the other, and hence of expense in fuel, &c. From Point St. Charles to Laprairie the river is free from rapids, and in consequence of this, and the diminished distance, it might easily be traversed in from 25 to 30 minutes. The time at present consumed in the Laprairie boat, is from 70 to 80 in her upward passage, and from 35 in her downward. Again, the plan would afford facilities for the transport of goods, which would be scarcely practicable under the existing arrangements. By a very simple contrivance, the "Halfway" can or waggons could be run on board the boat, with their full complement of passengers or merchandise, without the trouble and expense of loading and re-loading; as is often done in the States, when the time comes when a heavy business has been driven along this route, there can be no question but that the facilities offered by a scheme of this kind would be of great value.

It will at once suggest itself to the reader to inquire, whether the time saved, by the transit of the boat from Laprairie to Point St. Charles, would not be mostly consumed by the passage of the waggons, from Griffintown to the point of embarkation? It certainly would be so in part, and if no other advantages were to be derived than a small saving of time, the plan, though abundantly feasible, would be little encouraging. A closer examination, and more accurate calculation than we have been enabled to give the scheme in question, might prove it capable of being rendered greatly subservient to the public interest. We cannot say much for it at present; but it is, at all events, worthy of being attention drawn to it. There is one thing certain, it would mightily enhance the value of property in Griffintown, and if seriously proposed, would doubtless meet with the hearty support of proprietors in that quarter.

We feel ourselves quite incompetent to do any thing like justice to the astonishing and amusing exhibition which Mr. ANNESS made of his powers on Monday night in the Theatre Royal. We are tempted to say with the *Mimes*, that however much other wonders may be multiplied, there can be but one ANNESS. This language, we can assure our readers, is not all hyperbole, and if they feel inclined to test its truth, the opportunity will be offered them on Thursday evening next, when Mr. A. will again display his wonderful art.

Yesterday a Coroner's Inquest was held on the body of a man named DAVID SIMMONS, blacksmith, who has been for some time in the employ of Mr. JAMES TROTTER, St. Lawrence Suburb. It appears by the information obtained by the Jury, that the deceased went to his work in apparently good health, after he had taken his dinner, and was suddenly seized with a violent pain in his breast, which terminated his existence in about two hours after. The Jury returned a verdict of "Died, suddenly, by the visitation of God."

Our American neighbours, we are pleased to find, in seeking for investments in this country for their surplus wealth, are not confining their attention to the District of Quebec, and the line of the proposed railway to Portland. At the Sheriff's Office, yesterday, a valuable property in St. Paul Street, belonging to Mr. SIMMONS, and adjoining that of the Hon. Dominique Mondelet, was disposed of to Mr. John Crespien, of New York, for £1500.—*Grass.*

The statement of the *Constitutionalist*, which left Albany on Wednesday morning at six o'clock, and was so much damaged as to be unable to reach this city, and was run ashore and sunk. The papers sent were taken off by the *North American*, which started an hour after her.—*New York Paper.*

Parliament to sentence of court-martial consequent upon the fatal duel at Corfu, Lieutenant and Adjutant Collier have been removed from the 85th, and succeeded by an officer of the 10th Lighters.

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MONTREAL WHOLESALE PRICES CURRENT.

NEW YORK WHOLESALE PRICES CURRENT, AUGUST 27, 1833.

Table of Montreal wholesale prices for various commodities including flour, sugar, coffee, and other goods. Columns include item names, prices, and units.

Table of New York wholesale prices for various commodities including flour, sugar, coffee, and other goods. Columns include item names, prices, and units.

SUMMARY.

Distress in Ireland. The following is the extract of a letter addressed to John J. Bockin, Esq., M. P. for the county Galway, by a respectable Catholic clergyman, it presents a frightful picture of the state of the wretched peasantry.

Mr. Midway is brother to Sir Henry Midway, and has been a widower for some years, having a family by his first marriage, of two sons and two daughters.

Spain.—The gratifying intelligence has been received of the arrival, in safety, on the 10th of July, of the first English contingent at the Cape of Good Hope, which reached the Cape on the 10th of July.

No. 27. Mr. William Shand is now on a collecting tour in Upper Canada, &c. for The Morning Courier.

Morning Courier.

Paris Papers of the 15th July have been re-estimated New-York, but they are barren of any thing of interest.

It is stated in the Commercial Advertiser of Monday evening, that the Packet Ship Chambray, which sailed from London, was at land.

Upper Canada. MELANCTHOL SHREVECK AND LOSS OF LIFE ON LAKE ONTARIO.—On Thursday night, the fine schooner Comet, of Oakville, and resorted from her perilous situation, from whom they received the heartiest assistance, which their unfortunate situation required, and they were landed safely at Kingston.

United States. HARRISON OF LEXINGTON.—We should hope that such a statement as the one below, would sicken the heart of every honorable man against Lynch law, and every man who is a party to such an affair.

Table of freight rates to London, Liverpool, Clyde, and Ireland, and exchange rates and stocks.

Table of exchange rates and stocks for various locations including London, Montreal, and New York.

NOTE.—All quotations of Prices, or Provincial Duties, are in Halifax Currency, and of Freight and Crown Duties in British Sterling—the latter payable in Silver, current in the Province at the rate of 4s. Sterling for Dollar.

Part of the roof of Grange Chapel fell in a few days since, and was near overthrowing a number of women.—American Chronicle.

PHILADELPHIA MARKETS, AUGUST 22. Flour.—White Superfine, 100 lbs. at \$4.10. Yellow Superfine, 100 lbs. at \$3.75.