Chief Justice Lafontaine

MONTREAL HERALD
STEAM BOOK & JOB PRINTING OFFICE,
No. 209 Notre Dame Street,
(Near St. Francois Xavier St.,)
MONTREAL.

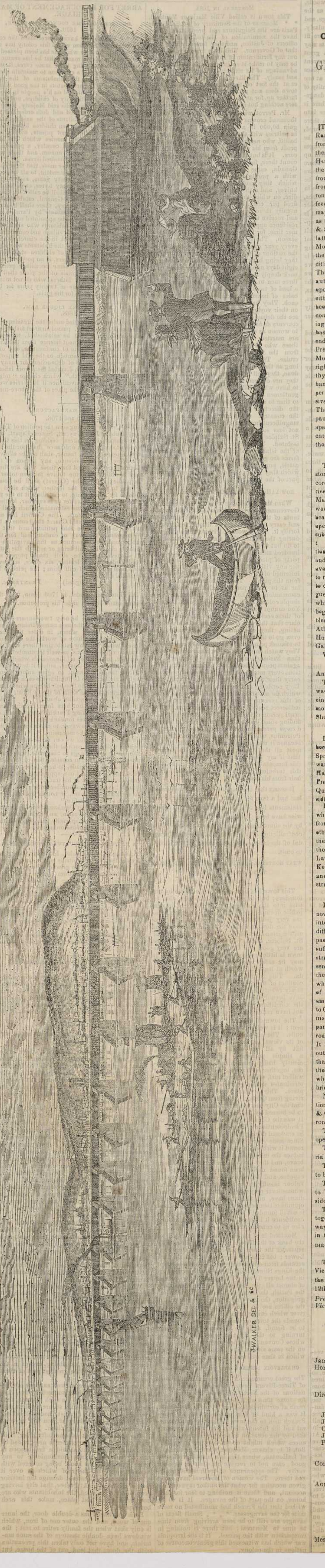
THE Proprietor of this Establishment begs to inform his friends and the public in general, that having ENLARGED his STOCK of PRINTING MATERIALS, STEAM PRESSES &c., he is now prepared to undertake every description of Printing, such as Books, Pamphlets, Magazines, Insurance Policies, Programmes, Catalogues, Posting Bills, Hand Bills, Railway Bills, Steamboat Bills, Circulars, Invitation and Funeral Letters, Druggists and other Labels Military Forms of every description, &c., with despatch, and at the LOWEST CITY PRICES.

☞ Visiting and Business Cards neatly and promptly executed.

Jan. 26. JAMES POTTS 22

Montreal Herald
AND DAILY COMMERCIAL GAZETTE.

VOLUME XLVIII. MONTREAL, THURSDAY MORNING, NOV. 13, 1856. NUMBER 271.



CELEBRATION
BY THE
CITIZENS OF MONTREAL
OF THE
GRAND TRUNK RAILWAY,
THROUGH FROM
MONTREAL TO STRATFORD.

THE BEGINNING OF THE GRAND TRUNK.

The germ of the present great system of Canadian Railways,—extending by its two western branches from Stratford and Windsor to Toronto, and thence to Island Pond on the frontier of New Hampshire; having also an arm projected beyond the line to the seaport city of Portland; another from the River St. Francis to Quebec; a third from Prescott to Ottawa; and a fourth from Toronto to Collingwood; with other less considerable feeders on different points of the main route,—may be found in the two lines of road, once known as the St. Lawrence & Atlantic and the Atlantic & St. Lawrence Railways. The first idea of this latter enterprise, at least so far as the people of Montreal are concerned, arose out of a mission of the Hon. Judge Preble, of Portland, from the citizens of that place, to the citizens of Montreal. The learned Judge arrived in Montreal in the autumn of the year 1844. He delivered a lecture upon the project which had led to his visit; but either because very little interest was excited, or because Montreal then possessed none of the accommodation, now so plentiful, for public meetings, the place chosen was the dark, low-roofed basement story of the Independent Church at the end of the Champ de Mars. The record of Judge Preble's address is preserved in the columns of the Montreal *Herald*—the only paper, if we recollect rightly, whose conductors thought the matter worthy of any considerable trouble; and the same hand which penned that report, now writes of the perfection and realization of the most extensive plans which were unfolded on that occasion. The audience in the basement story answered in paucity of numbers to the narrowness of the apartment selected for their meeting. Yet the enterprize of those few men laid the foundation of the immense work which we hail to day.

THE PORTLAND ROAD.

The gentlemen who had met in the basement story resolved to build the Railroad. They accordingly went to work, and after some preliminaries, called a public meeting on the Champ de Mars. All the latent enthusiasm of the masses was excited by music, flags, speeches, and after heat had been thus infused, a subscription list was opened. It amounted to £274,650. Part of this subscription was contingent from the first upon the road being constructed in a particular direction. Another part was subscribed in London, and subsequently withdrawn, so that the whole available subscription for stock never amounted to more than £238,000, which was not sufficient to complete the road with its Stations from Longueil to St. Hyacinthe. That was the capital on which the existing Grand Trunk Railway was begun. We need not here recapitulate the troubles of the early days of the St. Lawrence and Atlantic Railway, under the Presidentships of the Hon. George Moffatt, N. A. Morin, and Mr. Alex. Galt.

We merely recall the line:—

> "Such pains it cost to build Imperial Rome,"

And pass on to the several steps of advance:—

The Road from Longueuil to St. Hyacinthe, was opened 27th Dec., 1848; from St. Hyacinthe to Richmond, 15th Oct., 1851; from Richmond to Sherbrooke, 11th Sept., 1852; from Sherbrooke to Island Pond, 11th July, 1853.

OTHER LINKS IN THE CHAIN.

In the meantime, the Great Western Road had been begun, and it was opened throughout in the Spring of 1854. Steps had, also, been taken towards the commencement of lines between Hamilton and Toronto; Toronto and Guelph, Prescott and Ottawa, Toronto and Lake Simcoe, Quebec and Richmond, and some smaller subsidiary roads.

Farseeing men, too, had already determined that, when railroads were extended on the one hand from the River St. Claire to Montreal, and on the other from Montreal to Portland, a bridge over the St. Lawrence would be necessary to connect the two portions of the great whole. The St. Lawrence had, therefore, been surveyed by Mr. Keefer, for a bridge between Point St. Charles and St. Lambert, and the possibility of such a structure scientifically demonstrated.

THE GRAND TRUNK PROPER.

In this state of things, the body of proprietors, now known as the Grand Trunk Company, came into the field. This is not the place to recall any differences of opinion, well or ill-founded, entirely passed by, or having still a living interest. It is sufficient here to record the fact, that after a struggle in which many different opinions, representing to some extent, different interests, strove for the mastery, an arrangement was arrived at, which had the tacit assent, if not active approval, of all parties concerned. The result was the amalgamation of the entire road from Island Pond to Guelph, with the branch from Quebec to Richmond, in one property, owned by one Company; and in the leasing of the extension of the road from Island Pond to the sea, by the same body. It was also part of the compromise which arose out of the opposition made to Mr. Hinck's plan, that the Victoria Bridge should form a portion of the road to be built. The estimated cost of the whole road was some $41,000,000; that of the bridge, $7,500,000.

Messrs. Brassey, Peto & Co., began their operations in the Autumn of 1853. Messrs. Gzowski & Co. broke ground for the section between Toronto and Guelph at about the same period.

The road from Montreal to Brockville was opened for traffic on the 19th November, 1856.

The first stone of the No. 1 Pier of the Victoria Bridge was laid 22nd July, 1854.

The first Pier was completed in 1854, in time to be out of all danger from the ice.

The first Train was run through from Montreal to Toronto, completing the road on the North side of the St. Lawrence, on 27th Oct., 1856.

The other roads which we have mentioned, together with the Cobourg and Peterboro' Railway, had been completed and opened for traffic in the meantime.

DIRECTORS AND OFFICERS OF THE GRAND TRUNK RAILWAY.

The following are the names of the President, Vice President and Directors, with the heads of the Engineering and other departments on the 12th November, 1856; viz.:—

President—The Hon. John Ross.
Vice President—Benj. Holmes, Esq.

LONDON DIRECTORS.

Thos Baring, Esq., M.P.P.
George Carr Glyn, Esq., M.P.P.
W Hollaston Blake, Esq
Kirkman D Hodgson, Esq

CANADIAN DIRECTORS.

James Beaty, Esq
Hons F Lemieux
William Cayley
Sir Allan McNab
Peter McGill
Hon L T Drummond
G Crawford, Esq, MPP
W H Ponton, Esq
E F Whittemore, Esq
John Rose, Esq, Q C

Directors in PORTLAND, as stipulated in the Lease of the Atlantic and St. Lawrence Road.

W John Smith, President.

John B Brown
John M Wood
C E Barrett
J S Little
Phineas Barnes
Hon G J Shepley
James L Farmer
Rufus E Wood
Solomon H Chandler

CONTRACTORS' DEPARTMENT.

Contractors for the Road from Trois Pistoles to Toronto, including the Bridge:
Messrs. Peto, Brassey, Betts and Jackson.
AGENTS:—At Montreal—James Hodges
Point Levi—James Beekie
Brockville—W Ellis
Gananoque—R Crawford
Kingston—F J Rowan
Port Hope to Toronto—Geo Tate
Contractors from Toronto to Sarnia;
Paymaster—W C Spiller.
Messrs. Gzowski, Holton, Galt and McPherson.

ENGINEERS DEPARTMENT.

A M Ross, Chief Engineer
Wm Bates, Secretary to Chief Engineer
Samuel Keefer, Assistant ditto
W Shanly, ditto ditto, Toronto
W Kingsford, Superintendent, Toronto
F H Trevithick, Locomotive Superintendent
R Wingate, Resident Engineer, Point Levi
S S Bennett, Resident Engineer, Portland
D Stark, Resident Engineer and Manager, Island Pond

MANAGERS' DEPARTMENT.

S P Bidder, General Manager
Henry Baily, Assistant to ditto
W Pennington, goods manager

SUPERINTENDENTS.

S T Corser, Portland
S T Webster Point Levi
Geo W Parkis, Superintendent of Telegraphs, Montreal
W S McKenzie, Locomotive Superintendent

SECRETARY'S OFFICE.

Sir C P Roney, Secretary in London
John M Grant, Assistant Secretary, Montreal
W U A Davies, Accountant
Charles E Barrett, Treasurer, Portland

PAYMASTERS.

S B Haskell, Portland
D Davidson, Longueuil

AGENTS.

G A Holmes, Montreal Depot
J S Miller, Portland
Geo Darwell, Travelling Agent

A GENERAL STATEMENT OF DISTANCES.

The Grand Trunk proper, including the Atlantic and St. Lawrence Road in the United States, held by the Grand Trunk Company on lease, comprises the following sections, viz.:

	Miles.	
Portland to Montreal	292	
Richmond to Quebec	96	
Montreal to Kingston	172	
Kingston to Toronto	162	
Toronto to Stratford	98	
		820

The southern fork of the system extending from Toronto to Windsor, comprises the road from Toronto to Hamilton

	38	
From Hamilton to Windsor	229	
Ontario, Simcoe, and Huron Railroad	94	
Prescott and Ottawa	48	
Cobourg and Peterboro	28	
Quebec and St. Thomas branch of G. T.	49	
		486
Making a total of		1306

The total cost of the whole may be assumed to be $70,000,000.

PRESENT STATE OF THE WORKS AT THE BRIDGE.

The following, taken from the Montreal Herald of Oct. 10th, may be taken to describe the position of the work at the close of the season:

Passing from the sheds to the bridge we found the outer walls of the abutment on the north side completed, and most of the arches which close the top, and will support the roadway, already turned. The mass of material here is immense; and, placed as it is, it promises to defy any element of destruction short of an earthquake. On the lower side of it is a wharf which runs out from the bank into fourteen feet of water. There will be ample draught of water from the harbor to this pier for the passage of vessels drawing ten or eleven feet of water, so that small sea-going vessels will probably be able to load or discharge close to the bridge.—Hereafter, perhaps, larger designs may be carried out; but this jetty is a commencement. It projects at present beyond the second pier from the north side.

The piers already undertaken are nine in number, and they will be all finished complete before the bad season sets in. Two of them are on the south side of the river. The appearance of these piers are quite familiar to our citizens; but for strangers it may be well to say that they are constructed with a straight plain face on the sides and lower end, and that the upper end is in a wedge-like form, for the purpose of breaking the ice. The laying of the tubular girders will commence at a very early day. This will be done by suspending a scaffolding from the top of the piers and the abutments, so as to have a level surface at or about the height of the permanent road-way. By means of this scaffolding, the tubes will be passed to their destined positions.

PREPARATIONS FOR THE CELEBRATION.

As soon as the authorities of the Grand Trunk Company were able to announce the day upon which they would be prepared formally to open the road, a wish began to be felt generally among the citizens of Montreal, that their city, being the most considerable on the route, should endeavor to celebrate the occasion in a fitting manner. For many reasons, the initiation of this movement seemed most properly to belong to the mercantile body. Accordingly, the Board of Trade took up the subject, and directed its President to call a meeting of the Board to consult upon the necessary steps to forward this object. From accidental causes the first meeting proved a failure—a failure which seems to have been very strangely regarded as matter of triumph by some malevolent persons, who forthwith concluded, as a single individual appeared at the intended meeting, and he the President of the Board of Trade, and especially as he happened to have built some miles of railway, that the public of Montreal were led as far astray from an appreciation of their interests, as passion and vanity had led those persons wide of the path of common sense. The meeting of one, however, was speedily followed by a more numerous assembly, which fully vindicated that character for public spirit which has ever marked our citizens. On the   , a meeting was held, at which members of nearly all the leading wholesale mercantile firms were present, together with many gentlemen engaged in mechanical, manufacturing, and professional pursuits, and proprietors. On this occasion, the following resolutions were passed:

Moved by Hugh Allen, Esq., seconded by Thomas Cramp, Esq.:—That the approaching completion and opening of the Grand Trunk Railroad is an event of the greatest commercial and social importance to the whole country, and that a suitable public demonstration should be made on the occasion by the citizens of Montreal.

Moved by the Hon. Mr. Justice Gale, seconded by the Hon. George Moffatt:—That the following gentlemen be appointed a committee to ascertain the practicability of carrying out, and to take such steps as may seem advisable to promote the object in view.

The names of this committee, and those subsequently added, will be found elsewhere.

£2500 were subscribed before the meeting separated.

GENERAL COMMITTEE.

President:—His Worship the Mayor.
Treasurer:—Shomas Cramp, Esq.
Joint Secretaries:—J. G. Dinning, Esq.; Thos. Morland, Esq.; Capt. Thos. Wily.

Messrs H Allan, Cramp, Hon Judge Gale, Sir Wm Logan, Hon Geo Moffatt, Hon Peter McGill, J Leeming, W Edwin Stone, J G McKenzie, D Kinnear, C Garth, J Knapp, H Bulmer, Major Wily, Maitland, DeWitt, A Perry, W A Torrance, H L Routh, G Moffatt, jun, A A Dorion, M P P, L Renaud, H H Whitney, M P P, L H Holton, M P P, Jas Torrance, Couillard, Beliveau, H Stephens, Pierre Jodoin, R Trudeau, A Prevost, Alex Morris, J C Spence, S Jones Lyman, Constable, Wm Rae, T S Brown, Jas Ferrier, jr, Wm Carter, Olivier Perrault, Alfred Pinsonnault, W H Coffin, Sutherland, Moir, C Geddes, F X Bruzeau, —— Bruyere, B Brewster, H Mulholland, S P Tilton, John S Hall, B Hutchins, Edward Evans, John M Young, James Mathewson, Clark Fitts, P D Brown, J H Dorwin, B Lyman, W Lyman, Norbert Dumas, Alfred Larocque, A R Laflamme, Louis Boyer, N Doucet, F Leclaire, Hon Jos Bourret, C S Cherrier, Hon J A Quesnel, C J Coursol.

Luther H Holton, M P P, President of the Board of Trade; Andrew Shaw, Vice-President; John G Dinning, Secretary; D Lorn Macdougall, Treasurer. Council—James Mitchell, Henry Lyman, Thomas Kay, Geo Moffatt, jr, M H Seymour, Thos Cramp, R D Collis, Thomas Workman. Boarp of Arbitration—Thos B Anderson, James B Greenshields, James Law, Hen Thomas, David Torrance, Walter Colquhoun, Thos Ryan, Wm Edmonstone, Hew Ramsay, Theodore Hart, John Esdaile, Charles J Cusack. The President and Council of the Board of Trade: Theo Hart, V Hudon, Dr Jones, S P Bidder, Col Dyde, L Marchand, —— Masson, Bouthillier, J Mitchell, O Berthelot, J. Glennon, A Prevost, A J Galt, A Moreland, W Workman, I Gould, Jas Law, R Leckie, R Chamberlain, B H Lemoine, W Rodden, D Torrance, John Rose, B Holmes, N Valois, A Urquhart, A M Delisle, A Murray, W P Bartley, T Ryan, J B Homier, C G Roy, T C Keefer, W Bristow, J Leclaire, C J Coursol, H Thomas, J B Smith, C Dorwin, A Cantin, G Brush, and A Heward, with power to add to their number.

EXECUTIVE COMMITTEES.

David Kinnear, Chairman.
Henry Starnes, Mayor of Montreal.
L H Holton, M.P.P., President Board of Trade.
A A Dorion, M.P.P.
W Workman
Henry Lyman, City Councillor.
John Leeming
Thomas Morland
Thomas S Brown
Thomas Cramp
Walter Jones, M.D.
C J Coursol
Brown Chamberlain
Thomas Wily
Charles Garth, President Mechanics' Institute.
Henry Bulmer, City Councillor
Alfred Perry
W Rodden
J G Dinning

WARD COMMITTEES FOR COLLECTING CONTRIBUTIONS.

For the East Ward.—Mr Joseph Knapp, Mr D Masson, Mr H Thomas, Mr —— Hudon, and Mr Geo Moffatt, jr.

For the Centre Ward.—Alderman Day, Mr Garth, and Mr Townsend.

For the West Ward.—Mr Cramp, Mr Urquhart, Mr A Heward, Mr A Larocque, and Mr Leeming.

For the St. Ann's Ward.—Mr Rodden, Mr C Dorwin, Mr Cantin, Mr Brush, Mr M P Ryan, Mr A Perry.

For the St. Antoine Ward.—Mr H Routh, Mr L Renaud, M.L.C., Mr Leckie, Mr Bulmer, Mr Morland, Mr H Stephens, Mr N Valois, and Mr Edmonstone.

For the St. Lawrence Ward.—Mr D Kinnear, Dr Jones, and Mr Jesse Joseph.

For the St. Lewis Ward.—Mr T Hart and Mr A M Delisle.

For the St. James Ward.—Mr Gorrie, Mr D Robertson, and Mr Dorion, M.P.P.

For the St. Mary's Ward.—Mr J H Molson and Mr Converse.

SUB-COMMITTEES OF THE RAILWAY CELEBRATION,
Nominated on the 16th October, 1856.

Finance.
T. Cramp, Chairman.
L H Holton
H Lyman
A A Dorion
W Workman
John Leeming
W Rodden

Procession.
C. Garth, Chairman.
H Bulmer
A Perry
T S Brown
W Rodden
H Lyman
John Leeming
T Wily

Statistics.
B. Chamberlain, Chairman.
L H Holton
A Perry

Ball.
A. Heward, Chairman.
D Kinnear
T Morland
H Bulmer
Dr Jones
T Wily
T Cramp
L H Holton
B Chamberlain
J C Coursol

Banquet.
D. Kinnear, Chairman.
T Morland
C Garth
A Perry
Dr Jones
T S Brown
T Wily
W Workman
H Bulmer
A A Dorion
J C Coursol
A Heward

Fireworks.
John Leeming, Chairman.
T Cramp
W Rodden
A Perry
A Heward

Excursion.
T. S. Brown, Chairman.
D Kinnear
B Chamberlain
H Lyman
W Rodden
L H Holton
C Garth
A A Dorion

Invitation.
The entire Executive Committee.

THOMAS WILY,
Secretary.

LIST OF
INVITED GUESTS.

A

MONTREAL:—M Ackerman, G T R R Office; Mr. Adams, do; T Alexander, Inspector Genrl of Hospitals; Hugh Allen, Director Montreal and North Shore R R.

TORONTO:—J R Audy, A H Armour, Mr Arnold, Mr Austin, D Alexander, Geo L Allen, Thos Allen, Saml Alcolm.

QUEBEC:—Capt Armstrong, C Ashworth, G G Ardomeur, J Alfred, L A Glyen, F R Angers, George Audette, Capt J Armstrong, G G Ardoin.

HAMILTON:—Mr Atkinson, Geo Armstrong, A Ayers, F H Andrews.

KINGSTON:—Wm Allen, D Alexander, Wm Anglen, F Arkle, Thos Askew, Wm Armstrong.

BROCKVILLE:—C Ashley.

OTTAWA:—Hon Justice Armstrong, Francis Abbott, Joseph Aumond.

LONDON:—Edward Adams, John Arnold, Mr. Andrews, M Anderson.

NEW YORK:—James C Adams, E K Albertus.

BOSTON:—W Salbertson, J L Andrews.

PORTLAND:—S J Anderson, Chas H Adams

L'ASSOMPTION:—L Archambault, P N Archambault, C Archambault.

RICHMOND:—Rev W Abbott, Rev Joseph Abbott.

SUNDRY PLACES:—J Anderson Cleveland, C Allen, Elora, T Arkill, H Thomson, St. Albans; J G Averett, Ogensburg; R Armour, Bowmanville; P E Adams, Cornwall; J Aspinal, Detroit; Mr Ansley, Simcoe; John Anderson, Port Hope; Chas Allen, Waterloo; Capt. Anderson, Lake Champlain; W G Angell, Providence, R I; D Allen, Guelph; W Arkill, Fingall; J L Alma, Niagara; M Atwater, Norfolk; S S Archibald, Hick's Corner; H Abbott, Island Pond; E C Anderson, Amherstburg; W Adamson, Amhersburg; F W Alport, Belleville; Hon J W Allen, Washington; L C Aikins, K T Adams, La Salle; W Addy, Brooklyn; L Antoine, J W Attwood, Clifton; D Algeo, Simcoe; James Anderson, Halifax; D M Armstrong Berthed; J Aspinall, Detroit; W Allen, Guelph; W Allen, North Georgetown; W Atkinson, St Catherines; Dr Alexander, Laprairie; Thomas Anderson, Ayr; A L Argo, Fergus; Mr Allinton, Collingwood; L Abbott, Massawippi; W H Austin, Trenton; Mr. Halt, Antsville; Mr. Alexander, Brocklyn; H Allen, Cobourg; G Anger, St. Pie; O L Allen, Alexandria; C C Abbott, St Thomas; W R Anderson, Kemptville; Saml Amsden, Drumsville; George Arnold, Bell's Corners; J Ashton, Darlington Centre; John Archibald, Dickinson's Landing; P Alma, Niagara; Wm Allen, Burlington: C J Allen, Port Kent; A Anderson, Huntingdon; W Argo, Fergus; James Ænderson, Collingwood.

B

TORONTO:—J W Brent, Hon R E Burns, Hon W H Blake, Joseph Beckett, George Boyd, A Brown, George Boomer, Jas Brown, Jun, M Brown, James Baine, Geo Baby, Peter Brown, J G Buron, Thos Brunskill, D Buchan, F Bethel, Geo Beatty, A Beatty, J G Bowes, John Budd, R M S Bouchette, C Bryson, James Beswick, James H Bishop, Mr Blackburn, Geo A Barber, Dr Badgeley, W B Beatty, Mr Bell, A W Rriell, John Baxter, Col Bradford, Joseph Bouchette, James Buchannan, Mr Brown, Mr Beard, A Braham, W A Baldwin, Thos Burgess, D Bansley, A Brown, N Badenough, George Brownley, C J Benson, John Baxter, P Bull, F J Bernard, E Bescoby, Mr Beachell, F J Brondgest, N Bethune, Mr Brown, E Blake.

QUEBEC:—W Benning, Henry Benjamin, H Benjamin, jun, M Benjamin, A D Bell, E Burstall, H Burstall, J Busseau, C Brodie, W Rrown, A Benowman, L Belodeau, F Baby, W W Baby, Chas Baby, F Barteau, M Bellodean, Hon L Bellean, John Burstall, A Buchannan, W H Bowen, Hon Wm Badgeley, Hon H Black, Hon N F Bellean, John Bell, E Burrows, J Bowles, John Brace, Mr Baldwin, John Burstall, J Blanchette.

HAMILTON:—W Bellhouse, Mr Benson, George Baines, Isaac Buchannan, George Borthwick, A Brown, James Bellhouse, C J Brydges, B Braid, John Brown, R Benner, John Bickill, E Brown, A Burns, F A Ball, Mr Brown, Mr Balfour Mr Branigan, T Beasley, H C Baker, L Bickill, J W Bain, Jas Burss.

KINGSTON:—Dr Geo Baker, Dr Barker, Major Bethune, James Baker, W Bredon, T Bronsley, A M Brown, Thos Briggs, T Bishop.

BROCKVILLE:—D Black.

OTTAWA:—James Brough, Robt Bell, T M Blasdale, C T Bates, D Bourgeois, Jas Brough, H O Burrett, A Bryson, John Baneille, J E Bell, H Bait, Mr Blythe, M S Blundell.

LONDON:—John Derrill, W Barker, John Blair, Mr Buckley, W Bowman, J R Brown, J Brown.

NEW YORK:—Mr Barclay, Mr Buttzer, L Bearworth, John Blackeusee, John Black, A W Benson, P Bussang, A Braadon, L B Burse, F P Bouffard, W B Blancharn, R S Buchannan, W Rrowuell, H Barnes, L Ballan.

BOSTON:—J W Blodgette, James M Barnard, Wm Bogle, Dr Brown, C Bockus, P Boney, O Brewster, L A Bigelow, R J Burbank, R B Bradford, Joseph Buckley, T Beale, J P Bigelow, J M Bebee, J W Butter, J C Boyd, B E Bates, T M Brewer, Geo B Blake, A Bigelow, B B Brown, E C Broadhead.

SUNDRY PLACES.—Rev J Braithwaite, Chambly; W Baker, Durham; J R Boomer, St. Catherines; Mr Baxter, Wellington Square; W Brooke, Sherbrooke; John Burke, Bowmanville; C S Bates, do; W Boyd, Cambridge; H C Barwick, St Thomas; J R Berthelot, Amhersburgh; C Brooks, Lennoxville; Major Beckett, Sherbrooke; Geo Bonnalie, Oxford, C E; N Banhardt, Streetsville; R Blackwood, Martintown; Jos Bower, Kemptville; C Bradfield, Peterboro'; R Blackburn, New Edinburgh; Capt Bell, Sorel; John Bronskill, Thornhill; W J Brown, Guelph; T. Bradburn, Peterboro'; G. F Bowen, Sherbrooke; James Brough, Melbourne; G S Boudell, Coteau du Lac; M N Baxter, Lynn; Hon A Blackman, New Haven; Dr Boudreau, St Polycarp; W J Beacher, Rome, N Y; D E Boulton, Cobourg; J B Brozier, Portland; Hon W Bourn, do; W H Brackett, do; Geo Brown, Goderich; Capt Barlow, Brantford; J T Beckwith, Smith's Falls; Jas Bell, Perth; Col Bell, Montreal; Lenit Bourchier, do; Capt Blancairn, do; Mr Baker, do; Mr Banks, do; Mr Blakeney, do; Mr Bell, Belleville; W J Bell, G T R R; A Brown, do; W Bennett, do; S P Banks, do; O Boucher, Maskinonge; W R Barr, Buffalo; Mr Buell, Indianopolis; A J Baker, Osgood; Col A Barber, Niagara Falls; M Buckley, St Hyacinth; P O Brissette, St Elizabeth; R Butler, Portland; M Burrell, Chicago; A Buckan, Elgin; Mr Brown, Sparta; T Bagg, Picton; J J Bell, Aylmer; Geo Bowditch, Woodstock; Mr Boss, Port Dover; John Birmingham, Coteau du Lac; C S Burroughes, St Andrew's; A Barker, Markham; J H Brooke, Brockville; S Brown, Sparta; J Bullock, Sandwich; G A Bullock, do; W Botsford, Perth; G M Butchard, Owen's Sound; Mr Buell, East Hampton; J Bell, Arnprior; Rev Mr Brethour, Durham; J Bower, Kemptville; F H Burton, Port Hope; R G Benedict, do; E Brown, do; F Beamish, do; T Benson, do; A A Bunham, Cobourg; Hon G S Boulton, do; Dr Boulton, do; R Buck, do; F Bradley, do; James Beatty, G T R R; J B Brown, do; C E Barrett, do; B Barnes, do; H Bailey, do; S P Bidder, do; S S Bennett, do; W Betts, do; J F Bernard, Island Pond; Dr Bouche, Maskinonge; J Barnum, Portland; W Baker, Sterling; W D Bessette, St Matthias; H Bonnell, Batisean; F Bienjionnette, Cedars; R Boulger, Albany; J C Boswell, Cobourg; John V Boswell, do; Hon S J Brennan, Charlottetown; S Bellingham, Cote St Catherine; F Bourassa, St John's; T Broden, St Hugues; J O Bureau, St Remi; F H Burton, Whitby; F Bouthielier, St Cesaire; T Brodie, Bowmanville; B Brewster, Montreal; J. A. Barnard, Elgin; R G Benedict, do; A Beckett, Goderich; J C Bruneau, Montreal; Hon G S Boulton, Cobourg; Mr Bigelow, Waddington; C Blair, St Hugues; Jas Beatty, Oakville; W A Bald, Merrittsville; W J Brown, Guelph; W Buntin, Wellington Square; Jacob Beck, Preston; W Bar, Niagara; W Buttery, Sorel; A Bristol, Newburgh; J S Barker, Carsicean; R Blackwood, Fingall; E Barber, Niagara Falls; J Beavis, Clark; F Brendon, Brandford; D W Britton, Gannanoque; Geo Brouse, Matilda; E Bourgeois, St John's; L G Best, Mount Pleasant; E J Briggs, Standbridge; J N Bailey, Edwardsburgh; W C Bailey, Matilda; John Baird, Ramsay; M W Bogart, New Market; W H Baker, Osnabruck; F Bradfield, Morrisburg; W Burns, Bradfield; W B Bradfield, do; F R Buckham, Brompton; D Buos, Charlestown; H Bigger, Brantford; A P Ball, Sherbrooke; J T Billings, West Roxburry; Rev J Bethune, Montreal; Monseigneur J Bourget, do; H Bredin, Osnabrck; R Brown Pakenham; James Brock, Caledonia Springs; T Bennett, Roxburry; L Brissard, Calumet Island; J D Bastien, do; U Brunette, St Martin; G. Beaudett, Coteau du Lac; A Belair, St Eustache; A Brien, St Simon; M Bachant, Lacolle; J B Brown, Durham; W O Buill, Perth; W T Beel, Longueil; D Burrette, Smith's Falls; J W Blackadder, Windsor; G Barnard, Richmond Hill; Col Bridgeford, do; John Bronskill, do; John Beavis, Clark; W Bell, Williamsburg; W C Bailey, Matilda; John Bergin, Cornwall; A W Bell, Montreal; J Ballard, do; J T Beckworth, Smith's Fall's; T Bulmer, Durham; Mr Browning, Beauharnois; J Bradford, Portland; J O Bankroft, do; H E Barnes, do; Mr Banks, do; Mr Baker, do; V Vaillangeon, St Jean Chrysostome; James Blakeman, Poughkeepsie; P Brunelle, Point Levi; Judge Boswell, Cobourg; Z Burnham, Whitby; R Burrett, Stratford; Rev W Bond, Montreal; B Brasstown, Providence; H Bisson, St Urbain; D Burnside, Lancaster; C Belloms, do; W Burns, do; J Benton, do; Geo Baptiste, Three Rivers; W Brown, Wellesley; T Bobb, Mitchell; Geo Baird, Chesterville; W Baker, Ayr; A Buck, Caledonia; Geo Brown, Clinton; Jas Brown, Owen Sound; J M Batchard; do; J Burke, Brighton; J Bailie, Picton; Henry Boswell, Bowmanville; J A Bryson, North Georgetown; C Blurt, Port Hope; J Bronse, Matilda; W Brough, Gananoque; D F Britton, do; Mr Botham, Brantford; Mr Bowes, Milton; Robert Bell, C Place; J B Brown, Portland; T H Bube, Chicago; Geo Benjamin, Belleville; R D Benedict, Niagara Falls; Geo Brown, Carleton; H Baylis, Cote des Neiges; Dr Brookes, Brooklin; H Bennings, Beardstown; J Brownwell, Toledo; P Burland, Rouse's Point; E D Boulton, Cobourg; J B Beamish, do; James K Benson, St Catharines; D Bethune, Bowmanville; John Burke, do; H Buckley, Manchester, N H; T Brown, Amesbury, Mass; E Brown, Guelph; T Bradburn, Peterboro'; Dr Brigham, Phillipsburgh; L Brainard, St Albans; C Baxter, Burlington; L J Bigelow, do; C Bready, Chatham; R Brookhouse, Salem; W Brough, West Troy; E J Bongton, Troy; C Brown, Whatly, Mass; Geo Brown, Richmond; James Bartley, Oshawa; J J G Busby, Galt; J L Biggar, Carrying Place; A C Barnston, Rhode Island; R Brown, Packenham.

C

TORONTO:— F W Coate, W C Chewit, P Croft, P Cherriman, B Chapman, J Cleelan, Mr Copp, Mr R Cumming, P Crooks, E Childs, M C Cameron, W A Campbell, R W Campion, H Cotton, R P Crooks, W Crenman, W Copeland, jun, C J Campbell, George Caley, C R Cristie, Hon G E Cartier, Hon Joseph Cauchon, C Camidge, C Chapman, W Campbell, A Christie, T Clarkson, W Campbell, John Cameron, A Cameron, R Conzins, W Cook, D Campbell, H Coone, C Copeland, T Crathan, John Caruthers, John Cameron, Alex Cameron, R Colton, R Cherrier.

QUEBEC:—John Choumard, C Champion, O Cremozie, John Cook, John Cook, jun, M Connolly, Z Chartie. J Chatrauvert, N Cassault, J H Clint, J P Charlton, E Cherrier, W Cole, Mr Connor, T Carey, Dr W H Carter.

HAMILTON:—H R Case, L R Corby, James Cumming, John Carmichael, G F Cockburn, G E Cartwright, John Counter, W Christian.

KINGSTON:— John Cruthom, A Campbell, John Carruthers, A Cameron, L Cameron, A Chosom, J Coxworthy, A H Campbell.

OTTAWA:—Mr Cunningham, R Cassells, W Clegg, jun, John Chitty, J L Campbell.

NEW YORK:—J Clark, G B Cannon, J E Coley, L Cook, R Crooks, C H Castle, A Cravler, James Craig, R B Clark, C Congrave, C Davies, F Callidge, J W Carrington.

BOSTON:—B P Cheney, R Choalt, W H Carlin, James Cheever, R Codman, D Cragin, S Crosby, J C Converse, B Calender, John Clark, W W Clapp, Capt Toyle, C Canterbury, Mr Carter, R H Culter.

SUNDRY PLACES.—W G Catlin, Detroit; D Campbell, Simcoe; F X Cadieux, St Simon; J Cockshot, Brantford; George Currier, Reach; W Cluxton, Peterboro'; A Cattenach, Dalhousie Mills; J Cumming, Trenton; W Cook, South Cayuga; W Cuttingham, Peterboro'; W Colquhon, Dickinson's Landing; A Cleghorn, Brantford; J Crombie, Galt; T Cay, St Catherines; A Clark, Smith's Falls; J P Clark, Burlington; James Colman, Dundas; W Cluxton, Peterboro'; Mr Calcatt, Cobourg; George R Chavillon St. Johns; Alex Cowan, Cowansville; C E Chillenden, Burlington; W H Creighton, Halifax; Aylwin Creighton, do; Capt O Childs, Conway Mass; L Cushing, Chatham; Andrew Currie, Chatham; R P Colton, Brockville; A Chisholm, London; W Clay, Norval; Thos. Cluncher, London; Dr B Carter, St Johns, N B; Christopher Crabb, Goderich; B Caldwell, Lanark; Francis Coy, St Catherines; G H Chandler, Chicago; — Clementi, Peterboro'; S Clure, Cornwall; Wm Clure, Cornwall; J B Candeau, St Simon; J Curtis, Simcoe; C L Colborn, Cincinatti; J A Conant, Brandon, Vt; C Conant, do; Hon M Cameron, Sarnia; James Coleman, Dundas; George Cairnes, Crenville; J H Colette, Vercheres, Andrew Cohen, Baltimore; Andrew Cohen, Cowansville; Peter Cowan do; Mr Cook, Galt; Wm Clark, Chicago; W M Coming, Webster; P Canbury, Prescott; A Cleghorn, London; Thos Craig, London; John Crawford, Brockville; N O Crane, Portland; J Campbell, Kingston; W Carter, do; E A Choun, do; C W Cooper, do; R Chamberhots, do; George Crawford, Brockville; S Clinster, Kemptville; T C Clark, Port Hope; A Covert, Cobourg; Hon W Cayley, S H Chandler, S T Corser, Mayor of Chicago, Mayor of Cleveland, T Campbell, St Hilaire; J Chamberlain, Freligsburg; A Cuvillier, Belleville; W Cuvillier, do; C Carter, St Antoine; John Croile, Aulsville; James Croile, do; Geo Croile, do; Rev W Clark, Dresden; W S Copeland, St Catherines; H Corby, Belleville; Hone John Chabot, Montreal; J C Chappais, do; J R Chisholm, Oakville; D Cristie, Dunfrie; B R Church, do; W Clarke, Guelph; W S Conger, Peterboro'; Allison Cook, Angelique; E Cook, M D; J P Chrysler; Mr Chaffers, St Cesaire; John Carter, Montreal; J B Caruthers, Elgin; G S Carter, do; J S Cummins, Sherbrooke; James Cuthbertson, Windsor; J Chamberlain, Cleveland; C O Clark, Montreal, G T R R; E Cattle, do do; Mr Cole, do do; Mr Crawford, do do; Dr Cartier, Montreal; M Cuthbill, do; J A Cockburn, do; A Clark, do; J Collard, do; W Clegge, do; D Campbell, Williamstown; Jos Coming, Buffalo; Dr Campbell, Colborne; Hon A M Collins, Hartford, Conn; W C Carpenter, England; W Coulton, Peterboro'; Jas Cleghorn, Brantford; John Chamard, St Hyacinth; S Cushing, Chatham; Dr Colby, Stanstead; Dr Cosgrand, Sandwich; R Coverdale, Ohio; Robert Colton, Port Credit; A Clark, Woodstock; J Clark, do; A Caton, Newbury; W Cornel, Ottersville; G A Clement, Niagara; Robert Conroy, Aylmer; J P Cornell, Cornellsville; M L Carlisle, Saugeen; W Corine, St Thomas; W Chisholm, St Catherines; M P Cunningham, Halifax; Hon R E Carron, Montreal; Hon Jean Chabot, do; Hon John Crooks, Flamboro'; Hon L Craine, Prescott; Hon E Cartier, St Hyacinth; James Cumming, Chippeau; M Castleman, Finch; A Cattenach, Lochiel; A K Christie, Niagara; A Charteris, Chatham; T Cantwell, Norton Creek; J Chambers, Prescott; D Campbell, Colborne; F Carron, Sandwich; W Coulter, Peterboro'; W Cantwill, Russeltown; A K Chisholm, Brompton; P Clark, Bloomfield; J A Carman, Matilda; R C H Cutler, Renoldsville; George Cary, Reach; B Caldwell, Lanark; Jas Crawford, Port Sarnia; H Carlisle, St Catherines; C Chaput, L'Assomption; E Chaput, St Roch's; J B Chariand, Yamachiche; L P Coutlee, St Louis de Gonzague; V Cote, St Hyacinth; H S Cutler, Durham; E Clark, Ogdensburg; George Corrie, Reach; H Covert, Cobourg; H Cummings, Montreal; E Corning, Albany; G H Cobb; E E Churchhill, Portland; F Cafntin, Montmorenci; H Cunard, Miramichi; W Cunard, Halifax; John Craig, Haldimand; G A Chesley, Belleville; C Clark, Northampton, Mass.; Rev r Cornwall, Lacolle; A Chamberlain, Windsor; P Cumming, Buffalo; W Colville, London; W B Clark, Port Sarnia; Thos Cooper, Thornhill; W Campbell, Shannonville; J Charlton, Laprairie; J Chamard, St. Hyacinth; Wm Cleghorn, Lafortene Le Reine; Mr Castleman, Newcastle; Rev Geo Cross, Woodstock; Mr Connolly, St. Catherines; A Craig, Detroit; S Cartier, St. Annes; A C Cartier, St Antoine; H Cartier, Vaudreuil; D Cartier, Montreal; E E Campbell, Niagara; Rev A D Campbell, Montreal; Rev John Cordner, Montreal; Alexander Cowan, Gananoque; Dr Charbonnier, St Timothy; Ant Couillard, St Philomene; Hy Collard, Gananoque; James Crawford, Brockville; Dr Henry Crouse, Simcoe; Kingsley Calcutt, Cobourg; James Cornel, Owen's Sound; W B Clark, Sarnia; A Campbell, Thornhill; R Chisholm, Brompton; John Campbell, Port Stanley; R S Chalmers, Sarnia; A Castle, Brighton; Miles Caton, Newburg; S M Chandler, Montreal; Sheriff Carol, Woodstock; Mr Chisholm, Oakville.

D

TORONTO:—R B Denison, Andrew Drummond, Hon W H Draper, Thos Devine, Ralph Daly, George Desbarats, R Davis, J M Dickson, W M Dawson, John Duggan, Richard Dempsey, Wm Davies, Jonathan Dunn, W Dickinson, Mr Dewe, Capt Thomas Dick, Arthur Dale, R Dalton, Alex Dredge, Col George Duggan, John Driscoll, Wm Dixon, Leuit Douglass, George T Denison, Richard Dunbar W De Grassey, T Dufort.

KINGSTON:—Thos Drummond, S T Deennan, Griffith Davies, Geo Davidson, Andrew Dickson, G N Dickson, C W De Armittage, Wm Draper, John Drew, Andrew Drummond, James Delaney, Capt Darling, J Dunn.

HAMILTON:—John P Dowker, Geo Dunham, Wm Dixon, Dr Thos Duggan, P Dewar, Mr Davidson, Mr Devany, P D Dickerman, John Davidson, John Davies.

QUEBEC:—Thos Davidson, Wm Dallimore, Leuit Davis, Dr James Douglass, J W Dunscomb, James Dean, Jr., T Dunn, H Dubord, Mr Duggan, L E Dorion, Dr Deguise, E J Deblois, Pierre Dublois, P A Doucet, J T Dawson, Jas Dinning, Dr G M Douglass.

NEW-YORK:—J M Drake, Robert Dunwiddie, P De Lussan.

BOSTON:—G N Davies, G N Dana, J W Danforth, Mr Delaney, London Times, Geo W Drew, J T Duigley, H L Dalton, A A Dunnels, J A Dresser, Mr Denny.

PORTLAND:—Hon T A Dublois, Mayor Dole, Edward Dearing, J Dryer.

SUNDRY PLACES:—Wm Dunn, Prescott; Jas Dougall, Windsor; Dr Dewson, do; T Dyer, Chicago; G W Dole, do; W Denny, Bath; A A Dunlop, West Troy; J J Dunlop, Brockville; H De Blacquire, Woodstock; Jas Dickey, Dundas; Hon W Dickson, Niagara; John Durie, Ottawa; Alex Davidson, Coteau Landing; Mr Doolittle, Oswego; S S Drewe, Burlington; P Duchesney, Chambly; H Daniels, Brocklyn; T Donelly, Picton; Jas Donelly, St Catherines; A K Dunn, St Lewis; F H Date, Wellington Square; J C Dampier, London; Hon L A Dessaulle, St Hyacinth; A Desilets, do; M Delormier, L'Assomption; S De Bleury, St Vincent de Paul; B F Davey, Belleville; B Davignon, Longueil; Chas Davidson, Guelph; Alex Davidson, London; Col Dibbee, Detroit; J Doyle, London; G G Dickson, Brockville; T Duignan, Cobourg; Hon L T Drummond; Geo Dartnall; W H A Davies; the Mayor of Detroit; J S Donaldson, Whitby; Rev R Dobie, Osnabruck; E Dupre, Laprairie; Josh Duguay, La Baie du Febore; W Dickson, Galt; J W Dickson, Moulinette; Hon J M Daley, Stratford; Hon C Daoust, Montreal; Hon J B Daoust, St Eustache; Hon N Darche, Chambly; Hon J Delong; Hon L L Desaulniers, Yamachiche; Hon J Dewitt, Montreal; B Dion; L B E Dorion, Lavenir; Hon A A Dorion, Montreal; Hon P E Dostaler, Berthier; J Dufrese, St Jaques; J M Davidson, Saratoga; L Delery, Boucherville; Rev L Doolittle, Lennoxville; A M Deslisle, Montreal; John Dodsworth, do; E C Dabois, London; Mr Delagrave, St John's; Col W J D'Urban, Montreal; John Dunlop, Sherbrooke; Mr Dunkin, Montreal; Mr Despard, do; Mr Doucet, do; D Davidson, Longueil; James Doran, Montreal; O Desilet, St Hyacinth; J C Dessaules, do; D C Duranneau, Laprairie; C Duranneau, Boucherville; G C Deuce, Chicago; Dr J J De Wolf, Providence; Mr Dorsey, Ogdensburg; Mr D Dorsey, Watertown; Dr Digby, Brantford; Paul Davies, Vaudreuil; W Duckett, Coteau Landing; W H Davey, Bath; D Dewer, St Andrew's; Edward Dorion, do; W V Detlor, Napanee; A C Davis, do; John Doran, Perth; Mr Dunn, Laprairie; Thos Driffle, Bradford; Mr Douglass, Holland's Landing; J C Dann, Buffalo; Hon J H Duval, Montreal; Hon C D Day, do; J F Deblois, Gaspe; Hon J Devine, St Piere de Becquet; Hon P B De Boucherville, Boucherville; Hon G S De Beaujeu, Coteau du Lac; J Duguay, St Aime; P Daigle, St Charles; F X Dufault, St Therese; Mr Deacon, Brighton; T Dow, Whitby; Mr Draper, Hunterstown; J D Dent, Embro; J G Delorimier, L'Assomption; E N Delorimier, Ausault; John Deacon, Jun., Perth; J B Desplace, Paris, France; Wm Davidson, Berlin; Geo Delorimier, Sault St Louis; J L Dampier, London; B Drake, St Thomas; J Dyke, Ottawa; J W Dyde, do; Geo Davidson, Berlin; J H Davey, Napannee; D B Duffield, Detroit; C L Dibble, do; Geo Ducharm, Chateauguay; O C De Lacherotiere, Lotheiniere; J Deadman, London; W Dartwell, do; W J Dyer, Kemptville; W Dunning, Buckingham; H Desriviere, Pike River; L W Decker, Acton; R Decker, do; Geo Dillon, Morrisburg; R Douglass, Perth; John A Delisle, Aylmer; W H Denant, Beverly; L W Decker, Roxton's Falls; W M Dennie, Bath; Door, Grasely; Jas Dunnett, Packenham; John R Detler, Goderich; W Daners, St Pierre des Becquets; J W Dunkin, Clifton; W Dickson, Clark's Mills; W Dow, Montreal; Mr Dumble, Cobourg; James Davey, Lancaster; M Dalton, Chateauguay; Mr De Martiguy, Beauharnois; J B E Durochis, St Charles; Rev B Davis, Montreal; Rev Mr Dessauleaux, do; Judge J Davis, Milton; Dr L Dumouchell, St Benoit; J B Desrosiers, St Hughes; R C Davy, Napanee; W Durand, Leeds; J B E Dupre, Laprairie; J Dougall, Windsor; P Derbishire, Brockville; Rev G H Davis, do; B Dixer, Springfield.

E

TORONTO:—Wm Elliott, Hon C J Easton, George Ewart, John Ewart, T Earl, C E English, J Ellis, W Ellis.

KINGSTON:—W E Evans, John Elliott, J B Eyre, T Ellis, E Evans, Robert Evans.

NEW YORK:—J M Eddy.

QUEBEC:—F Evantical, M P P.

PORTLAND:—Steven Emerson.

SUNDRY PLACES:—E A Evershet, Picton; W H Eaking, Vienna; Robert Elliot, Port Robinson; Mr Ermentinger, St Thomas; John Egan, Aylmer; M P Empey, Aukesville; R A Ellis, Waterloo; Thomas Elliott, Chateaugay; John England, Merricksville; Henry Easton, Belleville; W Easton, Belleville; John Esson, Halifax; J A Englisson, Ottawa; J Ernest, Dundee; J Erb, Preston; D L Eaton, Pittsburgh; Mr Earl, Brockville; — Elliott, Cornwall; W Eastwood, Ingersoll; J A Eakins, Sparta; Mr Evans, Port Dover; Mr Eayes, Brattleboro; F B Ellison, Hempstead; W W Ellis, Montreal; Mr Evans, Montreal; Mr Ellis, Montreal; Sir Wm Lieut Gen Eyre, Montreal; G Elliott, Guelph; W Evans, Montreal; Mr Erie, Mayor of Erie; G W Eaton, Buckingham; L Endicot, Boston; Geo Easton, Brockville; Mr Euclaphine, Buffalo; Col Ermatinger, Montreal; J Ellgood & Co., Montreal; J K Elgee, Louisina; C P Empey, North Williamsburg; W Eastland, Peterboro; C Edwards, Portland.

EDITORS:—Daily Times, New York; Herald, New York; Tribune, New York; Courier and Enquirer, Journal of Commerce, Evening Post, N. Y.; Commercial Advertiser, N. Y.; Courier des Etats Unis, New York; American Celt, T D'Arcy McGee, New York; Paris Star, Paris; Times, Aylmer; Chronicle, Merrickville; Ere Nouvelle, Three Rivers; Hastings Chronicle, Belleville; Windsor Herald, Sandwich; Planet, Chatham; Advertiser, Guelph; Examiner and Beacon, Stratford; Herald and Observer, Sarnia; Spectator, Hamilton; Banner, Hamilton; Globe, Toronto; Colonist, Toronto; Monarchist, Ottawa; Railway Times, Ottawa; Recorder, Brockville; Monitor, Brockville; Messenger, Prescott; Telegraph, Prescott; Freeholder, Cornwall; Enquirer, Three Rivers; Le Bas Canada, Three Rivers; Tribune, Ottawa; Gazette, Ottawa; Citizen, Ottawa; Progressionist, Kemptville; British Whig, Kingston; Herald, do; Commercial Advertiser, Kingston; News, Kingston; Intelligence, Belleville; Sun, Peterboro; Review, Peterboro; Star, Coburg; Echo, Port Hope; Standard, Port Hope; Guide, Port Hope; Prototype, London; True Press, London; Herald, London; Times, Owen Sound; Advance, Barrie; Herald, Barrie; Mail, Niagara; Warden, Dundas; Courier, Brantford; Chronicle, Berlin; Huron Signal, Goodrich; Catholic Citizen, Toronto; Mirror, Toronto; Leader, Toronto; Albion, New York; Sentinel, Milwaukie; Tribune, Chicago; Times, Chicago; Democratic Press, Chicago; Journal, Chicago; Norfold Messenger, Simcoe; Standard, Simcoe; Times, Aylmer; Courier, Pembroke; Standard, Perth; Le National, Quebec; Le Canadian, Quebec; Le Journal de Qubec, Quebec; Mercury, Quebec; Canadian Times, Sherbrooke; Gazette, Sherbrooke; Journal, Stanstead; Gazette, Granby; Advertiser, Knowlton; Spirit of the Times, Woodstock Gazetteer, Woodstock; News, St Johns; Chronicle, Quebec; Colonist, Quebec; Gazette, Quebec.

F

TORONTO:—Rev J W Fairbanks, Wm Fairbanks, Mr Fish, James Fiskin, Pat Freeland, D K Freehan, Mr Foy, George Futvoy, J Fraser, George Futvoye.

HAMILTON:—John Ferrie, C C Ferrie, M Fisher, C Freeland, Mr Ferguson, J Fisher, M Flanagan, Hon R Ferrie, S B Freeman, Mr Ford, John Fair Donald Fraser, Peter Ferguson.

QUEBEC:—John Fisher, J B Forsyth, Joseph B Forsyth, Dr Fortin, John Fraser, J J Fry, Mr Farribault, E Frechette, J P Freohette, Mr Fiset, T Fraser, Mr Faren.

KINGSTON:—Hugh Fraser, Arthur Foster, A Foster, John Fraser, Mr Flanagan, Mr George James Fraser, Wm Ferguson, John Flanagan.

BROCKVILLE:—B F Fitsimmons, D B O Ford, Robt Fitsimmons.

NEW YORK:—A Frith, G Franchere, A T Finn.

BOSTON:—H W Fuller, O Frost, Ezra Farnsworth, J H French, S H Fissenden, R S Fay, R S Fay, jun, G H Fowler.

PORTLAND.—D W Fessender, J P Fanington, Augustus P Fuller, Benj Fernald.

SUNDRY PLACES:—B Farrar, London; M Fortier, St Davids; J F Fowke, Oshawa; Henry Fowles, Asphodel; Mr Flint, Chicago; Wm Field, Cobourg; W K Flesher, Atimesia; Alex Fraser, Cobourg; John Fraser, St Mark; F R Forber, Brandon, Vt; Sheriff Fraser, Ottawa; James Fitzgibbon, Ottawa; S B Fairbanks, Oshawa; John Field, Cobourg; Alex Fraser, Chillicotte; Samuel Finden, Belleville; Robert Findlay, Belleville; C J Forbes, Carrillon; J Forgie, Ottawa; H J Frill, Ottawa; Benjamin French, jun, Prescott; W Fraser, Port Hope; James S Fauner, Grand Trunk Rail Road; C Freere, Island Pond; H T Forward, Napanee; John Foss, Chicago; D Frary, Whately; R W Fraser, Halifax; Mr Fitzhugh, Oswego; R Fairbairn, Newcastle; A Fowle, Peterboro; D Fistier, Bowmanville; T C Farman, Prince Albert; N C Ford, Simcoe; G Flemming, Galt; Mr Farmer, Woodstock; T C Farmer, Reach; D Foulds, Brantford; R Foulds, Brantford; E S Flint, Cleveland, Ohio; T Frasor, Detroit; B G French, Cornwall; E Ferper, Montreal; H S Fourdrinier, Montreal; E C French, Cleveland; W Farewell, Sherbrooke; E Flint, Elgin; W Fischer, Waterloo; Hon P Fairbanks, St Johnsbury, Vt; Hon T Fairbanks, St Johnsbury, Vt; J Fraser, Niagara; C J Fournier, St Jean de Port, Joli; O C Fortier, St Michael; B Flint, Belleville; M H Foley; do; J M Frenes, Montreal; A J Fergusson, Guelph; F R Tranchemontague, Berthier; W L Felton, Sherbrooke, Jaber Fitch, Sheldon, Vt; A Fraser, Glengarry; John Flitt, Chippiwa; Mr Ferris, Autsville; Robt Fowley, St Catherines; B G French, Port Hope; R Farley, Ottawa; A Fergusson, Flamboro, West; Hon Adam Ferrie, Doon; Hon J Ferrier, Montreal; Thos Finlay, Morpeth; Isaac Farrell, Belleville; E Franklin, Madoc; S Fuller, Whitby; S Ferland, Perth; G K Foster, Richmond; E S Freere, Montreal; John Fran, Aylmer; F Fergusson, Peterboro; Lord Bishop Francis Fulford, Montreal; Alonzo Force, Lacolle; John Fergusson, Prescott; C F Futroye, Detroit; J Fauteux, St Barthelemew; J B Farvand, St Clet; John Fraser, Embro; William Fischer, Berlin; W Fiske, Lowell; W Fitch, Lockport; Hon J Ferrier, Montreal; R Filliden, Holland's Landings; H Fraser, Bramton; P Fergusson, Collingwood; D Fergusson, Caledonia; H A Fletcher, Lancaster; Rev D Fraser, Montreal; D L Fairfield, Picton; P Freed, L'Original; Mr Finlayson, Lachine; A Fitts, Braintree; J S Fisher, Galt; F Farncourt, Newcastle; D Forsyth, Chatham; F Filteau, Batisean; J Fitzell, London; J R Foster Richmond; G Fairbanks, Vermont; H Foster, New Castle; Hon J C Fairbanks, Halifax; W B Fairbanks, do; Mr. Falkner, Belleville; Dr Fowler, Peterboro'.

G

MONTREAL.—Alfred Gough.

TORONTO:—E A Genereux, H A Glassford, John Glass, W Gambell, C Gambell, C R Griffin, J L Grant, Mr Griffin, N Godard, George Garth, J W Gambell, S Gregory, John Gordike, A O Geneiereux, S G Gregory, A Grant, Hon. J Gordon, J C Gilmour, J C Griffith, Samuel Gunn, H R Glackmeyer, George Garnet, H J Gear, James George, O R Gowan, Hon James Gordon, B C Galvin, T Galt, J Guy, W Goodenham, C S Gzowski, R A Goodenough, T Gault.

HAMILTON:—F W Gates, Rev J G Geddis, Mr Garrett, C W Gurdlestone, Mr Gurney, D C Gunn, Col Gourley, J W Gaymore, John H Greer, Mr Galbraith, Mr. Gilkinson, W D Galbraith, C H Gates, W H Glassco, George Gillespie.

QUEBEC:—James Gibb, Junr., James Gillespie, H Gowan, John Gilmour, David Gilmour, D Glover, J S Gibb, Wm Gunn, E Glackmeyer, P Gauvreau, F X Garneaux, A Gauthier, H Gunn, F Gandry, Josh. Gauvin, P Garneau, G Glackmeyer, Mr Garrett, E Gingras, Mr. Gibson.

KINGSTON:—W A Geddess, Mr Gunn, J F Gentle, O S Gildersleeve, Wm Grassette, H L Gilbert.

BROCKVILLE:—G R Griffin.

OTTAWA:—A Graham, P Goodwin, A Gilmour, W B Galway, E Griffin, Mr. Grant.

NEW YORK:—Alex Gillespie, J Gibson, C J Greenough, J B Grinell, Mr. Gibson, L A Glackmeyer, A D Glackmeyer, J N Genin, J W Green.

BOSTON:—George Greig, P Grant, G H Gray, Dr Greenwood, W W Greenough, S P Gilbert, W P Gregg, S H Gookin, C G Green, A Gilmour, D E Groux.

SUNDRY PLACES:—J W Gilmour, Peterboro'; G H Gordon, Trenton; T Galbraith, Port Hope; A Good, Brantford; T W Gibbs, Oshawa; T B Guest, St Mary's; John Gartshore, Dundas; D Graham, Whitewater; C Gratz, St Louis; B Gratz, Lexington; John S Gilman, Prescott, W P Gray, Picton; W Graham, Cavan; Mr Gulchist Oshawa; W E Grace, Goderich; Mr Gooding, Montreal; Mr. Galway, do; Mr Graca, do; J Greig, do; Mr Gunn, do; J Garnier, do; Capt T L Galway, do; J B Greevermont, Sorel; J Gould; P Gill, Yamaska; A F Galt, Montreal; Mr Graf, Baltimore; W Gilmour, do; F Graf, Philapelphia; P Gibbons, Port Colborne; J Grierson, Fitzroy Harbor; F P Goold, Brantford; Rev Mr Gregg, Shannonville; J Gilmour, Portland; F Gagnier, Jr., St Martin; N Gray, South Finch; L U A Genest, Three Rivers; R Green, London; C Glackmeyer, Montreal; E Glackmeyer, London; J Grier, Cumberland; J Grant, Grimsby; J Grange, Napanee; M Gillan, Belleville; J W Gamble Vaughan; Dr. Goldstone, Cobourg; Wm Graveley, do; J Gault, Goderich; G Gibb, St Victoire; G Gladman, Port Hope; Mr Gage, Oakville; W E Green, Vergennes; W Gray, Woodstock; R Gibson, Goderich; D Garland, Portland; D Glass, London; W Glass, do; E Garnett, do; G M Goodeve, Cobourg; Galena, Mayor of; John Gardner, R E Montreal; F Glackmeyer, do; T Gordon, London; Col Gross, Bangor, Maine; J Gault, Goderich; L Grant Belleville; Mr Gunn, Woodstock; H Green, Farmersville; J Griffith, Sherbrooke; Judge Guy, Montreal; Hon G S Goodhue, London; James Gilleau, London; J L Green, Waterford; Dr Grant, Martintown; J D Gaslei, Colborne; J G Grutzinger, Moulinette; Mr Gillespie, Belleville; J Glass, Belleville; J Gowans, Jarvis; W Garvey, Maitland; G Gall, Belleville; J L Green, Waterford; L Gervais, St Timothy; P Grandbois, St Philomene; P Garent, St Louis deGonzague; J B Gauthier, Three Rivers; Rev C Gibson, Montreal; Judge G R Gowan, Barrie; H Gillette, Port Hope; James Gentle, St Eustache; S Glass, London; J G Gaucher, St Genevieve.

H

TORONTO:—John Holland, T D Harris, W B Hamilton, J Hutchison, J Hellwell, T Hamilton, W Hamilton, A B Hawke, J Harrington, W Henderson, William Hutton, Mr Harrison, J Holmes, W A Hinsworth, G Henderson, H Hartney, J Henderson, D Hill, G B Holland, L Heyden, Judge S B Hamilton, M P Hayes, W Henderson, Mr Higgins, P Hughes, T H Hinsworth, S B Harrison, C T Houghton, Mr Hammond, Dr Hallowell, James Hallowell, T H Harrison, W P Howland, T H Heward, J O Heward, J Heward.

QUEBEC:—A G Hawkins, Mr Hunter, R Hamilton, G Henderson, J Hewitt, W Herring, T Hamel, G Hall, J Hearn; J Hamel, P G Hurd, W A Holwell, A Hamel, R M Hough, W Hossack, E Hetherington, F Haloe, C Huot, J Haslett, C Hamilton.

HAMILTON:—A Hamilton, E Hilton, W Harvey, S F Holcomb, R Hopkin, T B Horrie, W Henry, T O Hutt, W K Henderson, Mr Hotlon, Mr Hamilton, Capt Hall, J R Holden.

KINGSTON:—S Hendry, O Hope, T O Harris, G W Hinds, C Hamilton, Hon J Hamilton, W W Henderson, F A Keeper, C Heath, L Hendry, J Hickey, C Heath, J Hickey, J Horsey, D Hawes

OTTAWA:—W Hunton, John Henry, G Hay, P J Harris, S Howell, G Henlank.

NEW YORK:—G S Hope, Mr Hilliger, Judge Hoffman, L Hoffman, A L Hogguef, Dr Haslet, U Hendriets, Mr Howell, F Hall, John Hall, A Henlett, Hon W Hunt, A A Hindlay, W B Hunter.

BOSTON:—A Hardy, T D Heathfield, Dr Geo Hawyard, T D Hayward, Dr Hodges, S Hutch, E Harlow, A K Horton, D W Haskol, Mr Hoy, Jos N Howe, L Henman, J J Haud, Hon G L Hilliard, J Hale, James Howe, J G Hovrey.

LONDON, C W:—C Hunt, A Hope, E Heathfield, C Hart, M Holmes, J Hitchins, J Harding, C Howe, M W Heathfield, G Harding, R Hamilton, A Hamilton, Judge D T Hughes.

SUNDRY PLACES:—R Holden, Belleville; Jas Harvey, Woodbridge; J Hall, Albany; Mr Hagaman, Oakville; Mr Hagaman, Bronte; Mr Hill, Milton; W Hall, Peterboro; R M Hough, Chicago; O S Hough, Chicago; T R Haywey, Cobourg; J Hinton, Richmond; J Holmes, Holmsville; L H Hunt, Simcoe; W Hubles, Bloomfield; John Heslop, Mancester; J Hartman, Aurora; Rev Mr Haig; Beauharnois; H S Humphrey, Ogdensburg; J Helm, jun, Port Hope; F G Hall, Perth; Mr Hislop, Oshawa

W C Hunter, Frost Village ; J Hamilton, Hawkesbury ; W Hindershot, Torwed ; James R Henrey ; F M Holmes, Brockville ; B F Hitchcock, Cornwall ; Mr Hastings, Oswego ; C G Hanning, Peterboro ; R H Hanning, Danville . G D Hant, St Albans ; D D Howard, Burlington ; A E Howard, Buffalo ; D Howe, Cambridge ; A W Hart, Milwaukie ; Rev J Hames, Hartford ; J W Haddliston, Brockville ; J F Milwaukie ; E Hotchkiss, Dubuque, Iowa ; Mr Holden, Belleville ; A Heron, Niagara ; G Hamilton Hawkesbury ; T Higginson, Hawkesbury ; Rbt Honow[illegible] ; Wm Henry ; W Hilliard Prescott ; E W H[illegible]n, Belleville ; R W Hennekir, Sherbrooke ; G Heineburgh, Burlington ; Robert Harvey, Maitland ; R W Harwood, Vandreuil ; A Henderson, St Catherines ; D Harvey, Vogan ; James Harvey, Peterboro ; J F Humphrey, Albany ; J Hall, Peterboro ; C C Harman, Portland ; C Holden, Portland ; C H Haskel, Portland ; A Haugh, Prescott ; A Hooker, Prescott ; S Haycock, Port Hope ; C Haycock, Port Hope ; Major Holmes, Brockville ; B Holmes, Grand Trunk R R ; Geo Holmes, Grand Trunk R R ; J Hardman, do ; H Hasselden, do ; J Hardie, Wellington Sq. ; C Hersey, Hawkesbury ; T Higginson, do ; James Holden, Morrisburg ; J Hartman, M P P ; L H Holton, M P P, Montreal ; J G Holfage, Amhesbury ; C Haight, Picton ; J Hoffman, Waterloo ; R S Huber, Berlin ; F Henderson, Sherbrooke ; Col Hewet, Guelph ; W H Hodges, Elgin ; A Holder, Shannonville ; Mr Hooper, Newboro' ; R Hurrower, Sorel ; Dr Hamilton, Dundas ; Mr Hunter, Montreal ; Mr Hodges, G T R R ; Mr Hughes, Montreal ; Mr Harlwood, do ; S B Haskel, G T R R ; H Holland, do ; John Howe, do ; J Holland, do ; H Hemming, do ; H W Horsey, do ; John L Holmes, St Luke ; P Horan, Buffalo ; J C Hammond, Chicago ; J C Harrison, Buffalo ; E Holder, Belleville ; J C Hart, Three Rivers ; Mr Hersay, Hawkesbury ; J H Hurd, Detroit ; J Hurteau, Longueil ; Mr Hitchcock, Gorham ; A Hagan, N Plantagenet ; Mr Haywood, Bangor ; Mr Harris, do ; W Henderson, Beauharnois ; Major Halkett, Compton ; John Hayden, Cobourg ; R Highet, do ; W Harris, Iowa ; Mr Hopkins, Brockville ; E I Huyter, Cobourg ; C Haldane, Merrickville ; Hon J Howe, Halifax ; Mr Harrison, Waddington, N Y ; J Hespeler, Preston ; W Hall, Peterboro' ; R Holt, Dundas ; A Hodge, Port Stanley ; Mr Hagaman, Bronte ; J Hart, Sophiasburg ; J D Hoitt, Oshawa ; P Hendershott, Stephensville ; A Hooper, Newburg ; Mr Hilliard, Brockville ; J Hart, Demoritsville ; A Hancox, Bath ; J Healy, Lindsay, C Hunt, Windsor ; J B Howell, Cobourg ; D Hilliard, Packenham ; R Hendlum, Prescott ; T G Haslett, Peterboro' ; Mr Hargraft, Cobourg ; R Hicks, Ferguson's Fall's ; T Hodgson, Lacolle ; Dr Hall, St Thomas ; G S M Hersey, Hawkesbury ; Mr Harrison, Philadelphia ; W Higgenbotham, Guelph ; A S Hart, Yamachiche ; A Hurlbut, St Alman ; W S Hunter, Stanstead ; Capt Hamilton, St Catherines ; D Hutton, Belleville ; M P Hayes, Madoc ; G T Hunter, Newcastle ; R Hutton, Belleville ; R Harrestone, Baltimore Mills ; John Herrington, Melbourne ; J Hicks, Perth ; P Hughes, Longual ; J Harrison, Belleville ; J Holder, Williamsburg ; J Houliston, Three Rivers ; Hon J M Howard, Detroit ; Hon S M Holmes, do ; Rev Geo Hill, Macklean ; G Herod, Guelph ; V Hall, Woodstock ; John Hodgson, Vandreuil ; Geo A Hayes, St Andrew's ; S W Hall, Littleton ; G Hart, Perry ; Mr Hopkins, Lachine ; E R Hard, Burlington ; Judge J D Hughes, St Thomas ; G B Hall, Peterboro' ; J Hickey, Brocklyn ; A Henderson, Elgin ; L Heneault, Beauharnois ; W Harwood, Lancaster ; J Hutchison, Ayr ; J Hoffman, Badler ; J Henderson, Port Stanley ; J Hogg, Collingwood ; Mr Human, Belleville ; J Henderson, do ; J Human, Jun., do ; J D Horn, Newburgh.

J

Toronto :—S M Jarvis, R Ingliss, J G Joseph J A Jones, F Joseph, Mr Joice, W M Jameson, Lieut Col Irwin, H W Jackson, H Jackson.

Quebec :—W H Jeffry, A Joseph, J Joseph, J Jones, G Irwin.

Hamilton :—X Irving, H W Ireland, M Jays, E Jackson.

Kingston :—Capt Jackson, W R Jones.

Ottawa :—John Jennings.

New York :—R Irwin, W Jackson, J A Jennings, E H Jacot, J B Jervis, R Innis.

Boston :—Rev J Irving, E Jackson, E Johnson, F M Josselyn.

Sundry Places :—W P Innis, Michigan ; H D D Jessop, Prescott ; A Jeffry, Cobourg, O Jones, Brockville ; Dr E Jaques, Stratford ; H Jackson, St Vincent De Paul ; J Jeffry, Cobeurg ; R Juhn, Asphodel ; G S Jarvis, Cornwall ; Dr Johnson, Sherbrooke ; A Jones, Prescott ; W B Imrie, Spencerville ; D F Jones, Gananoque ; J S Joy, Chicago ; Governor Gen and Staff of Illinois ; Governor Gen and Staff of Indiana ; Governor Gen and Staff of Iowa ; J Jones, Prescott ; Edwin Jones, Prescott ; W Ibbottson, Sherbrooke ; Dr Johnson, Sorel ; G Jackson, Sydenham ; J H Jobin, Montreal ; W Jeffray, Cobourg ; Deputy Assistant Irvine, Montreal ; Y Johnson, Montreal ; Jackson, Montreal ; Jarvis, Montreal ; A G Irwin, Montreal ; [illegible] K Jobson, Montreal ; W P Johnson, Chicago ; David Jones, Brockville ; J R Jones, Michigan ; T M Jones, Goodericb ; Charles James, Napanee ; James Jaques, Consecon ; W G Ingersoll, Picton ; W Judd, Sterling ; S Jukes, Merricksville ; N Jones, Belleville ; W B Johns[illegible], Hemmingford ; Johnson, Sterling ; G A Jacobs, Newcastle ; Geo Jackson, Simcoe ; Ralph Jones, Port Hopes ; Geo Johnson, Hemmingford ; Geo Jones, Brockville ; Judge Jones, Brantford ; Rev W Jeffers, Montreal ; George Jackson, Simcoe ; J Jemmeson, Vankleek Hill ; W James, Penetangore ; Mr Jones, Thomasburg ; D B Johns, Stirling ; G Johnston, Chateauguy ; T R Jameson, Montreal ; C H Johns, London ; Col Ingersoll, Woodstock ; S Jackson, Brampton ; Rev J R Jones, Montreal ; Rev J Jones, Montreal.

K

Toronto :—W G Kollinger, R Kingston, J Kerr, W Kissock, Mr Kay, E King, H H Killally, J T Keiby, A S Kirkpatrick.

Quebec :—J M Kerr, A F A Knight, W Kerr.

Hamilton :—W G Kerr, T Kerr, R W Kerr, W Keough.

Kingston :—George Kingham, John Kerr, T Kirkpatrick, S Kirkpatrick.

Boston :—T C Kendale, C Kempt, W Kimball ; W A Kinnegar.

Sundry Places :—Geo J Kirpp, Stratford ; R P Kent, Lancaster ; E Kirkland, Elora ; John Kerr, Sherbrooke ; Mr Kemp, Ottawa ; D J G Kohl, Washington ; J P Kohl, New York ; Stephen Knight, Windsor ; S Keefer, Grand Trunk R R ; W Kingsford, Grand Trunk R R ; R Kernghur, Kemptville ; C J Kershaw, Chicago ; R Kingan, Peterboro ; Mr Kerchoffer ; Port Hope ; Geo Koing, Greenville ; J G Kolfage, Amhersburg ; W King, Malone, N Y ; D W King, St Catherines ; Col Kimball, Ipswah, Mass ; Dr Kennedy, Bath ; J W Keough, Chatham ; A W Kept, Peterboro ; G Kemp, Lindsay ; R H Kirkpatrick, Chippewa ; J C Kirkpatrick, Danville ; W N Kains, St Thomas ; W J Keily, London ; W Kimbeck, Grand Trunk R R ; G Kemp, Lindsay ; W Kirkland, Consecon ; G Kerr, Perth ; J Keith, Beauharnois ; A Keefer, Prescott ; G Keefer, Gananoque ; Capt. Kerr, Montreal ; Wm Keefer, Montreal ; James Kerr ; A A Kellogg, Chicago ; J Keeler, Colborne ; J Kelly, Sorel ; C Kahan, Simcoe ; Mr Kewin, Cornwall ; B Kilburn, Brockville ; Mr Koyle, Farmersville ; D Kerr, Perth : W N Kempt, Peterboro ; Hon P H Knowlton, Broome ; A W Kendrick, Compton ; G Kaines, Greenville ; T Kavanah, Prescott ; G Kerr, Chatham ; W Kezer, Millroches ; R H Kilsow ; Sorel ; C J Kilburn, Stanstead ; A Knight, Stanstead ; Mr Kaines, St Thomas ; J Knight, Woodstock.

L

Toronto :—J Lyons, R Lewis, C Langevin, P Le Sieur, C Lindsay, J Leask, F Lemeur, J P Leprohon, Mr Leesham, C Lewis, J Little, J Leak, E Lawson, R Lemoine, L Levine, F Lewis, J Leslie, H Lacroix J Lindsay, J Lessla, J Langdon, W B Lindsay, W H Lee.

Quebec :—R Lomas, J Lee, E Lemesurier, C Levy, W Laird, M A Laurie, H Langevin, E Lemeur, A Lemoine, C Langevin, C F Langevin, Hon Dr Laterriere, P Langlois, T C Lee, E B Linsay, A Linsay, Capt Lake, P Lepper, P Lesperance, H Lemesurier, H Lemesurier, Jun., Mr Lee, R Lomas, J Laird, H Linsay, S Lilievre, F Langlois, J W Leaycraft.

Ottawa :—Mr Laing, J W Laux, J B Lewis, T Dangrell, J Leamey, C Laporte, J W Loux, W P Lett, G B Lyon.

London :—L Lawrason, J Laurison, E Leonard, D Lester, W Lawford, E Leonard.

Hamilton :—D Law, Judge A Logie, J Lorimer, Mr Law.

Kingston :—J Linton, J Loan, Dr Litchfield, N Leslie.

New-York :—A Lamontagne, C J Lowrey, F Lane, Mr Leaycraft, G M Lewis, Mr Livingston, E Lamontagne, J F Lafarge, C Livingston.

Boston :—S Lawrence, F Lewis, S S Lewis, E Lu[illegible], D Lord, Jun, Geo P Lawson, S P Leavitt, W D Little, H J Little, A B Laurie, A Lawrence, S Lawrence, F W Lincoln, S A Lovet, Dr G Lyman.

Sundry Places :—John Lewis, Belleville ; W C Lee, Stratford ; C Lewis, Addison ; James H Lyons, Simcoe ; James Lyman, Chicopee, Mass. ; John Little, Oswego ; Edward Lawless, Brockville ; Mr Leathers, Montreal ; Mr Legge, do ; Mr Lee, do ; J P Lantier, St Pollycarpe ; F J J Loranger, Montreal ; J Lebontillier, Gaspe Basin ; W Lovell, Drummondville ; C Lind, Whitby ; T Locker, Aylmer, C W ; R Lanigan, Three Rivers ; J Leeming, Brantford ; J Lonsdale, Merrickville ; T Lamb, Napanee ; W Laing, do ; [illegible] Low, Picton ; Mr Langman, do ; Hon R C Lora[illegible], Salem, Mass. ; C Lynde, Whitby ; B Larabee, Portland ; J Lockhard, Niagara ; F Lamoureux, [illegible] Simon ; J Lewis, Nashville, Tennessee ; E L[illegible]erance, Longueil ; F X Langelier, St John ; C Langelier, do ; J N Lapense, Carterville ; W Lundy, Peterboro' ; Mr Lutz, Galt ; A Lafontaine, Aylmer ; J S Little, G T R R ; C Lacombe, Laprairie ; C Larocque, North Lancaster ; W Laing, Oshawa ; C Long, G T R R ; W La[illegible]amboise, St Hyacinth ; J M Lamothe, do ; P Lacombe, Montreal ; E Lafleur, do ; E Larwell, Chatham ; J Leporte, Long Point ; C J Leberge, St Athanase ; P Labelle, Montreal ; Thos Lam, Richmond Hill ; W Laurie, Thornhill ; Hon G N Lothrop, Detroit ; W Langevin, Three Rivers ; P Leifchild, Point St Charles ; Geo Lyman, Beamington ; Horace Lyman, Granby ; J J E Linton, Stratford ; D Y Leslie, Brighton ; A Lesseur, Terrebone ; P W Ladd, Newburry, Vt. ; J C Lathrop, Brockville ; Jos Lathrop, Northampton, Mass. ; S F Lyman, do ; Rev D Landry, Ermsby ; P E Leclaire, St Hyacinth ; Dr Low, Bowmanville ; J M Lawder, Brockville ; Palmer Lee, do ; L Loranger, St Jerome ; E Lanwell, Chatham ; Capt Lacey, Montreal ; G F Lawrence, Collingwood ; Adam Lambie, St Mary's ; M Lepper, Aurora ; D Ladlass, Holland's Landing ; Pierre Laberge, Chateauguy ; Dr Lepailleur, St Martin ; L Leblanc, do ; Dr Leclaire, St Louis de Gonzague ; Dr Larochelle, do ; Rev Canon Leitch, Montreal ; Rev Andrew Louer, do ; Paul Lussier, Varennes ; Rev Mr Landen, Napanee ; F Lemaire, St. Benoit ; D Lizard, Goderich ; P Lee, Brockville ; J B Lewis, Goderich ; A Lefebre, St Timothy ; W Laurie, do ; J Leduc, Chicago ; A Lewis, Detroit ; J M Lebrins, St Martin ; W Leeming, Brantford ; N Landon, Simcoe ; J H Lockwood, Niagara ; J Laycock, Woodstock ; Mr P Lamder, Picton ; Hon L H Lafontaine, Montreal ; Hon D Leslie, do ; J S Lewis, Huntingdon ; J B Lay, Milford ; T Lewis, Richmond ; Dr E P Leprohon, Portland ; J Laing, Matilda ; H Lamport, Vittoria ; W F Lewis, Richmond ; T Leckie, Ramsay ; C Lindsay, St Louis ; J Lasher, Bath ; J P Lawtier, Riviere de L'Isle ; F X Lemieux, Point Levi ; H S Leckie, Perth ; F A Lafferty, Amherstburgh ; H Laishlie ; Mr Loomis, Sherbrooke.

M

Toronto.—Hon C McClean, R D McPherson, W McFie, Mr McDonell, W McMaster, D L McPherson, J D McKay, W McFarland, D McDonald, J McDonnell, A M McPherson, Mr McClear, Hon J A McDonald, W L McKenzie, Col McDonald, L McIntosh, Capt A McDougall, Lieut Col McDougall, Mr McCord ; A McDonald, J McCutcheon, P McCutcheon, J C McDonald, J McKenzie, W A McMaster, J McDougall, W N McCrane, D McDonald.

Quebec.—L F McPherson, D McGee, J S McQuaig, D McPherson, D McCallum, W McCallum, W McKay, W McLimont

Hamilton.—J McIntyre, D A McNab, A J McKenzie, W B McLearn, John McRae, Mr McQuesti, H McKinstry, Sir Allan McNab, A McDonald, P McNab, M McGregor, Mr McKillop, John G McKenzie, Geo McKay, H R McDonald, J D McKay. A McKinnon, D McGinnis, J F McCuaig, W R McDonald, R McKinstry.

Kingston.—Mr McCracken, John McPherson, J McGrogan, A McDonald, A McCallister, R McCormick, W McLead, W McWilliam, K McKenzie, Judge.

Ottawa.—John McKennon, J McKinoon, J McCarty, James McCarty, F McDougall, H McCormick, D McLachlin, Mr McGillevry.

London.—John McKenzie, W McBride, S McBride, G Macbeth, J McCleary, O McClary, F McFee, John Macbeth.

Cornwall.—John P McMullen, A McLean, Sheriff McIntyre, Hon J S McDonald, R McDonald, F McGillevery, J McLennan, Mr McDonald, Mr. McFee, J S McDougall, A T McDonald, D McDonald, A McDougall, A McIntosh.

Chatham.—A McKeller, D McDougall, J McKeough, W McCrea ; W McKeough.

New York.—A McLees, S McLean, T McDonald, W S McMaster.

Boston.—D T McGillevry, C F McCleary.

Sundry Places.—Rev McMurray, Dundas ; C W McNaughton Bros, Dundas ; D A McCaul, Walgingham ; P McCullum, Cobourg ; A McKay, New Edginburgh ; T McGoly, Hull ; H McKenzie, Fort Williams ; Mr McCullum, Odelltown ; L H McKenzie, Dundas ; R McKinnon Caledonia ; J McCulloch, Niagara ; J McGillivery, Henryville ; P McFarlane, Chicago ; D McFarlane, Three Rivers ; L McArthur, Sorel ; A McArthur, Carlton Place ; W Murtrey, Bowmanville ; Mr McNider, Belleville ; D McLeod, Port Hope ; S McLeod, Bowmanville ; D McCarthy, Sorel : A McMaster, Brantford ; W Macmanamey, Brantford ; Mr McGiverin. Thorold ; J McDonald, Newboro' ; A McBean, Cobourg ; T D McConkey, Bervie ; A D McLean, Chatham ; W P McCullock, Stratford ; Hon J J McCobb, Portland ; C Maconochy, Bradford ; W S McDonald, Gananoque ; Geo McDougall, Bowmanville ; Wm McDougall, Baltimore Mills ; John McDougall, Three Rivers ; J McQuinn, Port Stanley ; Wm McIntosh ; Orono ; A McIntyre, Bowmanville ; H McKenny, Amhersburg' ; R B McDougall, Peterboro' ; Mr McGuerrin, St Catherines John McLeod, Amhersburg ; Wm McDonald, Montreal : H W McCann, Grenville ; E M McKenny, Portland ; J S McAlphine, Hamilton ; Alex McKenzie, Terrebone ; A P McDonald, Chatt's Canal , D McDonald, Rigaad : D McMillan, do ; Colin McIver, Melbourne : John McArthur, Buffalo ; H McGinnis, Chrystville ; Charles McPherson, River Beaudette ; John McAndrew, Renfrew ; J N McLean, Prescott ; J McNichol, Cookshire ; W McKay, Renfrew ; D McKay, Richmond ; Thos McCallum Morpeth ; Lieut McLeod. Montreal ; C McDonald, do ; Capt G F McDonald, do ; D McLennen, Williamstown ; W J McAlphine, Albany : P McMartin, Plantagenet Mills ; A McEarchern, Durham ; Mr McKay, Woodstock : J McCall, Iowa ; Mr McMullin, Bath ; C McDonald, St Johns ; D McDonald do ; J McArthur, Martintown ; M McAuthur, do ; A McKee, Brockville ; R J McNaughton, Staffordville ; G F McDonnell, Colborne ; J McLean, Aylmer ; W McLean, do ; D McPherson, Napanee ; M McNiel, Woodstock ; J McKenzie, Port Sarnia ; Hon J McCally, Halifax ; J S McCord, Judge, Montreal ; W K McCord, Aylmer ; A McLaren, Colden ; G McNickern Clifton ; C McKenzie, Port Sarnia ; J McGillevery, Glengary ; A McDougall, Smiths Falls ; F McMartin, St Andrews ; H McKay, Niagara ; F McDermot, Port Hope ; R McFee, Clarenceville ; J McLean, Wakeville ; W C McLeod, Woodstock ; And McLennan. Port Rowan ; John McDowall, Chatham ; John McDonald, Riviere la Guerre ; John McKenzie, Sarnia ; G McPherson, Port Stanley ; John McDonald, St Mungo ; Alex McDonald, Alexandria ; John McIntosh, Wardville : L C McKenzie, Newcastle ; Jas McMillan, Bowmanville ; Arch McBean, Rigaud ; R S McDonald, Lancaster ; Rev Mr McLoud, Montreal ; A McDonald, Guelph ; D S McQueen, Woodstock ; John McMillan, Galt ; John McDonald, Chateauguy ; Mr McKinnon, Owen Sonnd ; A McDonald, Alexandria : J McDonald, Martintown ; C S McKern, Centreville ; J M McCuaig, Winchester ; D McDonald, Newboro ; J McCoppin, Port Robinson ; C McPhadden, Martintown ; A McIntosh, Roxbury ; D McIntosh, do ; N McKinnon, Caledonia ; D McFreetis, Bowmanville ; W McBain, Lancaster ; A L McBain, do ; W McEdwards, do ; R McDonald, St Catherines ; Wm Macrae, St Johns ; F McDonald, Dechateauguy ; A McDonald, Three Rivers ; Rev J McKay, Ogdengbnrgh ; F G Merrill, Montpillier ; D McLeary, Richmond ; F Leary, Danville ; A McDonald, St Andrews.

Presidents of Mechanics' Institutes.—Quebec, Toronto, London, Niagara, Hamilton, Belleville, Brockville, Ottawa, Bantford, Sl Catherines, Prescott, Picton, Perth, Guelph, St Thomas, Three Rivers, Port Hope, Sherbrooke, Peterboro', Paris, Dundas. Chambly.

Mayors of Incorporated Towns in Canada East.—Three Bivers, St Johns, Beauharnois, Chambly, Sorel, Sherbrooke, Stanstead.

Toronto.—Hon J B Macawley, R McPherson, P Morgan, R S Millar, George Munroe, R Moat, D Morrison, J M Muckle, Hon L Morrison, J Mitchell, A Manning, R Moodie, J Murphy, E Merideth, Mr Montizambert, A Morrison, H Murrey, W Morse, G Munro, T A Milloy, R Mitchell, K R Marshall, H Millar, D Murray ; J Maulson, C Moore, J Manning, A W Mercer, G Munroe, Mr Misser, Mr Marson, J S Martel, J Micher, C H Morgan, L Moffatt, A Murray, Josh H Mead, Rev Mr Marling.

Quebec.—John Musson. Dr Morin, M Moodie, J Musham, M G Mountain, Hon Justice Meridith, J Munroe, J B Murtel, A Merrill, Hon W C Meridith, Hon A W Morin, E Michon R Mitchell. J Mitchell, J Morrison, J Morgan, J Martineau, Hon J Musson.

Hamilton.—J Matherson, D Murphy, J Mulholland, D Moore, C McGill, W R Muir, J Myles, T Myles, C McGill, Mr. Moore, Mr Mitchell, Hon S Mills, R K Masterton, N Merritt, Dr. Morson, C Megill.

Kingston.—S Muckleston, J Morton, T Millar, J Millar, J McCauley, S Morley.

London.—H Mathewson, J Moffatt, S Morley, J C Markclin, Jonathan Moffatt, G G Magee, J Morill, B A Mitchell.

Ottawa.—John McDonald, Capt Moore, A Moat, H Merrill.

New York.—J M Mackey, R H Manning, M Myers, J W Marchand, Mr Maitland, J M0ses, W Henry, P Martel, M C Maitland.

Montreal.—Rev D Mathewson, Hon E Mondelet, Mr Munroe, Hon John Molson, W A Merry, W Molson, W Murray, W Minchin.

Boston.—Dr Morland, N M Morrison, J R Mullin, J C Mason F C Manning, S May, John S May, D R Makay, Dr Mathier.

Sundry Places.—Hugh Moore, Dundas ; J H Moore, Brantford ; P Murdock, Bowmanville ; Wm McIntosh, Newcastle ; Peter Mangus, Amhersburg ; Mr Marshall, Woodstock ; O F Marklem, Chippawa ; O S Meridith, Dundas ; Dr Masson, St Anns ; Wm Moulon, Portland ; D Matheson, Embo ; R E Matheson, Perth ; Robt Miller, Milton ; the Gov. and Staff of Michigan ; J S Millar, Portland ; Alex Millar, Pembroke ; R E Matheson, Perth ; James Merrill, Portland ; Mr Mathews, Brantford ; A Morton, do ; Chas. Morgan, Peterboro' ; H N Machin, Sherbrooke ; John Miller, Galt ; John Murray, Perth ; J S Munroe, Mardsville ; Arthur Meighen, Perth ; P Malo, Belleville ; J Munhead, Brantford ; Hon D Mondelet, Three Rivers ; R D Markill Sherbrooke ; H J Martin, Belleville ; D Martin, Napanee ; John Millar, Owen Sound ; John Menzes, Ramsay ; W E Murray, Aylmer ; A Murray, do ; Jas J Martin, Cobourg ; J Morgan, Osgood ; H Mason, Cobourg ; J Mitchell, St Thomas ; H Merrick, Merricksville ; J Millar, Morrisburg ; G H Monks, Therese de Blaiuville ; A Mascrip, Cobourg ; R Matchell, Matchell's Corners ; J Morrison, Woodville ; J T Markham, Chippawa ; G Means, Bowmanville ; T R Merritt, St Catherines ; N E Moore ; do ; Mr Mollison, Oswego ; Hon P Moore, Phillipsburg ; R Mellington, Boston ; H Moses, Philadelphia ; Capt Marcy, Hartford ; Rev P M Migneault, Chambly ; J Mulligan, Port Hope ; W Mattice. Cornwall ; W Miller ; Napanee ; D Mooris, De Blairville ; T Malay, Kemptville ; Hon J Morris, Brockville ; E Masson, Terrebonne ; E Mills, Cambridge, Mass ; J B Moore, Danville ; A Martin, Niagara ; Capt Moffatt, St Johns ; Col Moore, Sherbrooke ; the Governor of Mass. do of Maine ; do of Milwakie, ; G Murford, Galt ; J B Mongenait, Regaud ; J Mair, Perth ; H Mair, Lanark ; Tehonto ; J Morris, Buffalo ; W H Merritt, St Catherines ; H Michie, Fergus ; C H Morgan, Cobourg ; T Marchildon, Champlain ; L H Masson, Vandreiul D Mathieson ; W Mattice Cornwall ; J Meagher ; J B Mongenais, Regaud ; H Munro ; E Murrey, Belleville ; Hon E Masson, Terrebonne ; E Montmarquet, Carilton ; R N Miles, Lennoxville L E Morris, Sherbrooke ; B T Morris, Lennoxville ; N Mott, St Johns ; George Morton Brockville ; A F Martineau, Three Rivers ; Marshall Scott, Frantford ; Rev J Merrill, Lowell ; Wm Mills, Matilda ; H Muir, Perth ; Wm Morris, do ; David Morris, St Therese ; David Morrow, Barry ; John Moan, Prescott ; Marshall Scott, Frankford ; David Martin, Napanee ; F Meline, Markham ; Hon Robt Mathieson, Perth ; John Mitchell, Simcoe ; James Mitchell ; Simcoe ; N Madegeau, Brockville ; T S Morey, Faton ; Robt Mitchell, Picton ; W Mercer, Lincoln , R B Mathieson, Point a Cavagnol ; Jas Morgan, Sorel ; Wm Masemp, St Mary's ; H Moffatt, Orillia ; Col Maxwell ; W McBean, G T R R ; J Morris, Indianopolis ; Hon L Methol, St Croix ; H Mason, Cobourg ; D Monley, Ayr ; J H Moore, Brantford ; J Moore, Oakville ; T Meikle, St Andrews ; J Meikle, Lachute ; T S Money, Eaton ; J R Meikle, Burritt's Rapids ; R Morden, Morthport ; N Marshal Toledo ; Mr Merrigold, Brantford ; G Maxwell, Grimsby ; P Moreau, Prescott ; J Morrison, Huntingdon ; R Maden, Northport ; G L Maden ; Drummondville ; H Morrow, Peterboro ; W Morris, McNab ; G Merrick, Merricksville ; J Milne, Bowmanville ; S H Moss, Materoche ; M J Metchison, Philadelphia ; P Moreau Prescott ; W Moreau, do ; H H Meredith, Port Hope ; A Munroe, Lancaster ; W Miller, Beloisle ; L Marchand, St Johns ; G P Mitchell, Halifax ; W Murdock, do ; A Mitchell, Haldimand ; Mr. Miller St Catherines ; W Morris, Perth ; J G Mallock, Judge, Perth ; Geo Mallock. Brockville ; Judge, W Miller, Berlin ; J B Mony, St Mathias ; D Mussen, St Bernoit ; Mr Mosse, Valleyfield ; W Masson, Cornwall ; H J Moore, Beachville ; T Meldriam, Barrie.

N

Toronto :—John Namith, Mr Nordheimer, G Netting, H Newman, J Nickonson, E Nanton.

Quebec :—H J Noad, J J Nesbitt, J Naire, R Nittle, J Nichol, W J Newton.

Kingston :—J N Navers.

London :—Dr Nelbs, W Niles, J J Nicholson.

New York :—C Noble, A B Neilson, the Governor, W C Noyes.

Boston :—N C Nash, N W Newton, George B Nichols, J W Narcross.

Montreal :—Mr Newcombe, Mr Norton.

Sundry Places :—J Nugent, Bath ; R Newbury, Belleville ; J S Nichol, Perth ; Governor of New Hampshire ; C R Noble, Buffalo ; Dr H Nelson, Plattsburg ; A Neilson, Baltimore ; C Neilson, Baltimore ; W Nicholson, Chippewa ; F G Nash, Niagara ; J Noads, Bowmanville ; Dr Nichoes, Perth ; J Neilands, Brampton ; L Nichols, Sherbrooke ; J Neeland, Owen Sound.

O

Toronto :—C J Orton, J O'Brien, Mr Oden

Ottawa :—D O'Connor, John O'Meara.

Kingston :—Mr O'Reily, T Overent, G H Oliver, A B Ottley.

London :—R Orr, John O'Neill.

New York :—Mr Odell, C Orgill.

Sundry Places :—W Ogden, Chicago ; J Osborne, Hamilton ; W Osborne, Galt ; J B Osborne, Beamsville ; W S Osgood, St Johns ; P Ogilvy, Whitby ; J O'Halboan, Corvansville ; W H Osborne, Chicago ; J O'Hare, Belleville ; Governor of Ohio ; Mayor of Oswego ; Mayor of Ogdensburg ; W Ogilvie, Galt ; J O'Fanell, Quebec ; Col Orr, Montreal ; C Osborne, Montreal ; J Osborne, Niagara Falls ; P Ormes, Boston ; J Oswald, Stamford, John Osborne, Hamilton ; R Odell, Napierville ; D Oullette, Windsor ; W O'Meara. Portage de Fort ; H O'Donnell, Ohio ; G Owens, Chatham ; D O'Meara, Pembroke ; W O'Meara, Portage du Fort ; N Olmstead, New Haven ; E Otty, Peterboro ; Officers of 39th Regiment, Montreal ; Mr Ogilvie, Whitby ; W Oelschlagher, Bridgeport ; John Ostel, Montreal.

P

Toronto :—Geo A Pyper, Geo Perkins, G R Prowse, F Perkins, J Patton, G A Phillpotts, H Prittie, G R Prowse, J Page, E R Paul, P Patterson, S Patterson, W H Pondy, G M Pondy, J S Playfair, Geo F Pope, Mr Proudfoot, G H Peoples. John Person, E Parant, Mr Pearson, R J Penefather.

London :—Mr Paton, A Paul, H S Phillips, T Peel, P Phipps, F Pope, Mr Plumber.

Ottawa :—Jas Porter, John Porter, George Patterson, D Proud, James Perry, E Perkins.

Quebec :—E Paston, W Paston, John Patterson, H Poston, Hon Geo Pemberton, P Peebles, P Poulist, D E Price, L Prevost, T X Paradis, P A Poitras, W Power, Hon L Panet, R Patterson, B Prior, W Price, George Pemberton, H Pemberton, A Peebles, H A Patton.

Kingston ;—John Paton, D Prentice, D C Pidgeon, C Penner, E W Palmer, E H Parker, T Porter.

Hamilton ;—J D Pringle, W Pring, Mr Patton, Port Dover R R Secretary.

Montreal :—J Papin, C J Pierce, R J Pelkington, W Palmer, A Pritchard.

New York :—S M Pettingill, Major Pullen, E Phalen, H H Peltar, R H Perkins, M W Proctor, A Philips, F Palmer, Mr Pullen, E Phalon.

Boston :—F Plummer, E J Porter, B G Prescott, J Peak, J A Porid, F J Parker.

Sundry Places :—T B Prentiss, Aylmer ; C H Peck, Prescott ; W H Patterson, Streetsville ; Mr Patton ; Hon John Pangman, Mascouche ; J Peck, Chicago ; A Petrie, Cumberland ; T Park, Amhersburg ; O Pease, Coteau Landing ; Chas Pierce, St Johns ; Robt Parker, Goderich ; Calvin Phelps, St Catherines ; Ezra Priest, Bath ; W T Phillips, Batiscan ; J F Pringle, Cornwall ; J Proctor, Brighton ; L Perkins, New London ; S Perkins, New London ; F Penny, Chinguaconsay ; A Pringle, Cobourg ; E Pack, Burlington ; Mr Penfield, Burlington ; B Parsons, Godeıick ; E Power, Port Dover ; G Peabody, London, England ; C X Prieu, Beauharnois ; Hon S L Papineau, Petite Nation ; E Phelps, Coaticock ; Mr Phelps, Indiana ; S Howell, Chicago ; P Pichette, Three Rivers ; Mr Pennington, G T R R ; C F Parish, Troy, N Y ; C Pierson, Suspension Bridge ; P C Portneuf, St Damase ; Col Prince, Sandwich ; Hon J Patton, Barrie ; G W Prevost, Terrebonne ; W F Powell, Ottawa ; A Polette, Three Rivers ; J Peters, Guelph ; J B Plamondon, St Cesaire ; J Pennoyer, Sherbrooke ; David Parish, St Thomas ; J S Palmer, Portland ; W H Purnton, Portland ; Wm Patrick, M P P, Prescott ; Hon H Pinney, March ; W H Ponton, G T R R ; Geo Parks, G T R R ; Mr Pennington, G T R R ; Major Pomroy, Compton ; The Governor of Pennsylvania ; Wm Pryor, Halifax ; Mr Chas Pellison, Three Rivers ; Hon E Perry, Cobourg ; Thos Penin, Burford ; M W Pryor, Brantford ; H C Perkins, Kemptville ; T Pearson, St Valentine ; J Pearson, St Valentine ; Archbald Ponton, Belleville ; E Pridham, Greenville ; James Patterson, Perth ; John M Panott, Odessa ; H Poffand, Niagara ; P P Phancey, St Denis ; R Papineau, St Timothy ; Francis Paradis, St Remiso.

Q

Sundry Places :—W Quill, Toronto ; T Quill, Toronto ; Hon F Quesnel, Montreal ; O Quigly, Lochiel ; C Quinlan, Port Hope ; the Mayor of Port Hope ; C S Philips, Quebec ; R Patterson, Owen Sound ; W Patterson, Fergus ; R Passemore, Rockwood ; H W Patterson, Guelph ; G Perry, Prescott ; N Pailleur, Chateauguay ; J M Pridhomme, St Philomene ; F X Poitras, Valeyfield ; Rev G W Perkins, Chicago ; Capt Perry, Bowmanville ; J Pearson, Owen Sound ; R Pomeroy, Cobourg ; E Perry, Brockville ; J B Pothies, Three Rivers ; H B Prentice Aylmer ; H Petts, Cornwall ; W Petts, Cornwall ; M Prevost, St Jerome ; J Potter, Troy, N Y ; Hon J L Papineau, Papineauville ; T Paradis, St Guillaume.

R

Toronto :—Henry Russell, Hon W B Robinson, A Russell, John Ritchie, Jun., Hon Sir J B Robinson, Hon W B Richards, L Robinson, C Robinson, F P Rubbidge, Joseph Rowell, J Rigley, Rev Mr Ryerson, G F Reiffinstein, Charles Robertson, Hon John Rolph, Baron de Rottenburg, J Ruff, A Ross, G R Redford, F Richardson, R Reeford, D P Ross, F T Riche, E R Rutherford, T G Ridout, Joseph Robinson, A R Roche, S Rassen, C E Romain, Mr Ridout.

Quebec :—O L Richardson, George Renfew, Dr Rowand, John Ross, W G Ross, Capt Reeve, J J Ross, C Robitaille, E Roussea, J P Rheunme, A Robertson, D A Ross, D Ross, W Richardson, Willis Russell, J B Renaud, G Robuge, Robert Roberts, Mr Reekie, Mr Reashan, Thos Reekie, P V Robin, J G Ross, W Rhodes.

Kingston :—Alex Ross, C S Ross, Jas Richardson, Wm Rudston, T W Robinson, Thos W Robinson, F Rowan, James Rowan, Robert Rowan, James Robertson.

Hamilton :—Edmund Richie, E J Ring, Jas Ruthven, Henry Routh, T J Reddy, T W Raphael, F A Rastrick, Mr Robertson, C C Robb, J Riddle, Henry Ritchie, James Ritchie, Thos Ray, Dr C Ridley.

Ottawa :—Peter Robertson, John Roberts, W H Robinson, John Rochester, J M Ring, T Rutherford, Chas Rowan, J R Reed, R S Reed.

New-York :—Thos Rigney, C H Rogers, C H Roome, J C Robillard, M P Read, Edward Rochan, H L Routh, J W Raymond.

Boston :—T Lewis Robinson, A H Rice, O Rich, J W Russel, R Reed, Joel Richards, W F Richardson, D B Roberts, C O Rogers, M D Ross, W B Renolds.

Montreal :—Henry Rogers, Thomas Ryan, Hector Russel, Major Robertson, J Rambaut, Mr Rubidge, Mr Robillard, Mr Robertson, Mr Rough, E Rogers.

Sundry Places :—L Ridout, London ; Benj Raymond, Chicago ; J Ryall, London ; M A Rook, Chicago ; A Rankin, Amhersburg ; D Roblin, Napanee ; James Ross, Belleville ; A Roy, Cedars ; John L Renie, St Catherines ; John L Ramsay, do ; Robert Reed, London ; Capt Robt Rayne, Bowmanville ; Andrew Russel, Arnprior ; W F Romain, Oakville ; P Z Romain, do ; E W Robie, Cleveland ; John J Robson, Newcastle ; W Rowland, London ; W Ritchie, Sherbrooke ; T Ritchie, do ; J W Russell, Portland ; G Rae, Compton ; A Rae, do ; P P Russell, Philipsburg ; W Rastall, Penetangore ; R Rastall, do ; M H Reed, Dickinson's Landing ; Rev J Robb, Chatham ; J Rivers, London ; J Reynolds, do ; J C Rassin, St Timothy ; U Robillard, Beauharnois ; W Ross, Cornwall ; Judge C Robinson, Port Sarnia ; R D Rogers, Peterboro' ; J Ross, Brockville ; M P Rogers, Bath ; W Ross, Picton ; J Reed, Oakville ; W Ruthven, Lothbiniere ; G Robins, Vermont, V C R R ; J D Ross, Matilda ; D D Roberts, Rouse's Point ; J P Raney, St Catherines ; H J Robinson, Portland ; R Raimond, St Hyacinth ; W Ritchie, Sherbrooke ; Mr Robertson, do ; H Rice, Cleveland ; B Ray, Providence, R I ; A Rae, Compton ; J Rhynas, Portland ; W Ross, Wellington ; H K Ritchie, G T R R ; R Raymond, St Hyacinth ; A Russell, Troy, N Y ; W Robertson, Oakville ; E Randal, Paris ; A W Reed, Woodstock ; J Roebuck, Brockville ; J Robinson, Waterloo ; J Ross, Port Hope ; J Read, Brockville ; M J Row, Valleyfield ; Chas Rolland, St Marie ; P C Roy, St Pie ; J W Ritchie, Simcoe ; John Robertson, Berthier ; C C Reckie, Prescott ; T A Robert, Portland ; W H Rowe, Conway, Mass. ; Dr H Rolland, Chambly ; G Read, Otonabee ; P Roe, St Thomas ; J Roe, do ; C Rae, do ; D Robertson, Colborne ; J Redner, Rednersville ; M Ross, Lancaster ; J Ross, Brockville ; S Ross, do ; P P Russell, Philipsburg ; J Ritchie, Simcoe ; Hon J Robertson, St Johns, N B ; Mr Robertson, Brockville ; J Robertson, Vankleekhill ; Mr Racy, Dundas ; Major Root, New Haven ; E Rendall, Paris, C W ; W Ross, Picton ; L Ross, Port Hope ; D Richmond, Buffalo ; W Rathbone, Ayr ; W Rutherford, Milford ; T Richmond, Chicago ; O Roblin, Napanee ; R Read, Belleville ; P Reid, Stratford ; J Rogerson, Chicago ; the Mayor of Rochester ; A M Ross, G T R R ; A Ross, do ; J Ross, do ; Hon John Ross, do ; H J Rutlan, Cobourg ; Sheriff Rutlan, do ; Mr Roblin, Trenton ; O Roblin, Amhersburgh ; J L Robinson, Waterloo ; W H Ryerse, Port Ryerse ; Rev Mr Reynolds, Niagara ; A Ridley, Belleville ; W McKenzie Ross, Chatham ; Chas Rogers, Portland ; A N Richards, Brockville ; F Ramsay, Buffalo.

S

Toronto :—Jas S Sloane, Hon J G Spragge, Joseph Stovel, B Saunders, Jas F Smith, J F Smith, Jun. ; John Stanbury, F C Seerbore, J W Skelton, Robert Sullivan, W B Sullivan, Capt Sharpe, Thos Shortis, Henry Sproatt, Wm Strachan, John Smith, James Sinclair, J F Small, M D, J Stevenson, Jun., Hon Robert Spencer, Thos Sellar, Lieut Col De Salleberry, John Shedden, C W Shay, Richard Snelling, D Silvernail, Wm Sprag, H E Steel, J Shaw, Capt Geo Scott, Robert Simons, John Shaw, Samuel Shaw, A M Smith, Col R A Savage, Mr Storm, Jas Stock, W Spink, E J Scott, Jas Stevenson, Jas E Smith, B Surtige, Geo Stevenson, Rev Jas Spencer, S Shaw, Jun., T C Stayner.

Kingston :—Geo Stewart, Maxwell Strange, W W Strange, H Smith, Mr Sellars, David Shaw, Wm Scott, John Shaw.

Quebec :—D M L Stewart, Geo B Symes, J A Sewell, L Stafford, R Shaw, Wm Shoreditch, John Smith, W Simpson, Geo C Scott, Mr Bennett, H S Scott, R H Smith, Sheriff Sewal ; S S Shaw, S J Shaw, John Shaw, Wm Stanley, Robert Shaw, Chas St Michael, O Stewart, Sir Chas Stewart.

Hamilton :—Chas Sadlier, J Stephen, Donald Stewart, W C Stevens, T M Simonds, Mr Stewart, R P Street, S Sharp, Capt J Sutherland, Hon D H Smith, Thos Samuels, Mr Stuart, Mr Stanley, Jas E Sabine, Dr Steven.

Ottawa :—N Sparkes, Edward Smith, Dr S C Sewell.

London :—W S Smith, Peter Schnam, F Smith, T W Sheppard, Samuel Stanfield, Robert Smith, S B Smith, W Spink, Chas E Smith, R Simpson, John Smith, D Salter, Rev Mr Scott, G K Smith, H Smith, Mr Saunders, Jas Starke, Thos Scratcherd, C H Simms, Hon J N Small, F Smith, C D Shaw, James Stark, J B Smyth, A G Smith.

Brockville :—A Sherwood, Wm Sherwood, Geo Sherwood, R F Steel, Mr Snook, John Simpson.

New-York :—F G Swan, P Strachan, Jas M Smith, J V Smith, E W Sergeant, W Smillie, Thos Scott, John W Simons, Henry Simons, W B Spalding, H H Scott, E A Stanbury, M M Steel, Mr Simonton, Earl Struve, W G Sewell, W H Smith.

Boston :—W C St John, Chief Justice Shaw, Lemuel Shaw, George Sumner, Austin Sumner, J Stanfield, Chas Smith, P M Stevens, O Stevens, Jos Story, L M Standish, Robert Slade, H W Suter, J T Stevenson, E C Stanwood, J Slade, Isaac Schofield, John Styles, M J Stone, Dr Stone, John Swazzie ; Chas A Smith.

Montreal :—Capt St Clair, Asst Com Gen Salivey, Mr Spiller, Mr Scott, Mr Scott, W H Smith, Geo Sanderson, H Smith, Hon Jas Smith, J A Swettenham, The Gentlemen of the Seminary, Rev J E Sanderson.

Sundry Places :—S Smith, Cobourg ; R W Strader, Cincinnati ; Solomon Schryer, Pittsburg ; Dr Stewart, Belleville ; Samuel Stewart, Spike's Corner ; S S Scovel, Portland ; E W Sayers, Cayuga ; N C Smith, Clark ; C W Schneider, Carillon ; John Shughe, Waterloo ; Mr Strut, Isle Aux Noix ; B Stedman, Stirling ; C E Stevens, Portland ; W H Smart, Belleville ; R W Smart, Port Hope, A J Scott, Ottawa ; A Spottiswood, Paris ; Col James Scriver, Hemmingsford ; W St Clair, Lancaster ; A Stevenson, Huntingdon ; Mr Spence, Bowmanville ; Mr Starr, Portland ; E P Smith, Port Hope ; J H Smith, Collingwood ; J M Smith, Brocklyn ; T Seath, Owen's Sound ; D Spalding, Oshawa ; J Shaw, Jr, Smith's Fall's ; G W Saunders, Three Rivers ; M Sawey, Belleville ; E Steven, Eboulemaire ; P Salter, Port Hope ; J G Sellock, Wellington ; J B St Amour, Valleyfield ; J Symons, St Louis DeGonzague ; G S Stroas, Galt ; W H Stratford, Brantford ; Mr Strobridge, do ; C W Shannon, Jarvis ; L M Sprague, St Thomas ; L Steap, Brighton ; D B Strathen, Wardville ; P Smith, Wellesley Village ; W Spingle, Waterloo ; J R Smith, Collingwood ; Mr Salmon, Simcoe ; W K Smith, Guelph ; W J Covell, Port Barwell ; R Shaw, Perth ; W W Smith, Barrie ; J Steel, Pelham ; J Scott, Caledonia ; S H Schuler, Huntingdon ; J Story, Granby ; J Sherman, Enterprise ; F X Stayner, Perth ; D Smart, Newcastle ; J G Stevenson, Cayuga : W Salmon, Simcoe ; A St Louis, Point Fortune ; C W Schneider, Aurillon ; D Sutherland, New Market ; A G Steern, Morrisburg ; C H Sache, Perth ; Mr Strang, Cobourg ; Mr Scott, do ; J Sutherland, do ; Mr Suffell, Vienna, C W ; J Simpson, Niagara ; J Smith, Port Hope ; J Samson, Orilia ; J Scott, Berlin ; H Slocum, Troy ; W Stewart, Trenton ; E Scallon, Industry ; Hon J Simpson, Bowmanville ; E Sills, Picton ; D Smallwood, St Martin ; J B St Denis, St Hyacinth ; A B Sultora, Windsor ; F Savageau, Laprairie ; D Stewart, Detroit ; H J Spalding, Chicago ; A Shearer, Cornwall ; J R Smith, Martintown ; J Stevenson, Napanee ; J P Scottwell, Dunville ; B Savage, Shefford ; Mr Shepherd, Buckingham ; H Squier, Brighton ; M Sanctot, Laprairie ; W M Shaw, Perth ; A Spring, Portland ; A K Shurtleff, do ; W P Stodder, do ; C H Stewart, do ; the Mayor of Sandusky ; D Stark, G T R R ; G F Shiples, do ; W Shawley, do ; St John Smith, do ; W A Scott, Peterboro' ; C Sommerville, do ; C Shepphard, St Ours ; Mr Seymour, Goderich ; A B Stewart, Belleville ; R S Srong, Galt ; Mr Short, Isle au Noix ; J Strathie, Barrie ; J Smith, Dawn Mills ; C W Smith, Buffalo ; D A Smalley, Burlington ; R Sage, Troy ; W W Stewart, Trenton ; J Stewart Stanford : D G Sloane, Melbourne ; Rev W Summerville, Cincinnati ; W Scongall, Three Rivers ; D Snyder, Waterloo ; T Street, Chippawa ; W Smith, Onslow ; J C Street Chippawa ; J Simpson, Niagara : T Short Otonabee ; J Steel, Brantford ; G Stephenson, Port Sarnia ; J R G St Amour, Valleyfield : J Steele, Bowmanville ; A M Strong, Albany ; S Shears, Niagara Falls ; A Stinson, Compton ; J W Skinner, Ogdensburg ; W Scott, St Jerome ; W Shaw do ; J F Sincennes, Sorel ; G H Starr, Halifax ; W H Smith, Owen Sound ; S H Sills, Picton ; A J Sabine, Philadelphia ; J H Sanderson, Malton ; J Sommerville, Jr, Lachine ; J Sommerville. Sen do ; A Sommerville, do ; J Scobie, Chatham ; G Steel, Chicago ; M Sackrider, Ogdensburg ; J P Strickland, Bangor ; J B Stevenson, Picton ; C B Smith, Belleville ; Mr Stevens, Owen Sound ; Mr Stewart, Peterboro ; Sir Geo Simpson, Lachine ; J G Scarnon, Chicago ; J Smith, Guelph ; R H Smith, Newmarket ; S Smith, Port Hope ; Hon W Simpson, Queen's Divison ; Hon H Smith, Sherbrooke ; J Spiers, St Polygarps ; Mr Smith, Guelph ; Mr Sphon, do ; J Stevenson, Peterboro' ; G Steel, Chicago ; M Sawyer, Belleville ; Mr Stacy, Buchingham ; D B Stevenson. Picton ; C Soutras, St Mathias ; C Staples, Maitland ; D Smart, Port Hope ; C W Starnes, St Hyacinthe ; Mr Seymour, Frederickburg ; T Spraw, Otanabee ; E Seymour, Vergernes ; Dr Strangham, St Helens Island ; B Smith, Plattsburg ; Smith, Judge, Island Port ; G Smith, Newcascle ; Sheriff Snider, Owen Sound ; J S Semborn, Sherbrooke ; J Shan, Smith Falls ; Hon L V Sicotte, St Hyacinthe ; J Smith, Port Hope ; R B Summerville, Huntingdon ; H D Smith, Merrickville ; D Shell, Ingersoll ; D Sevayage, Delhi ; W L Sovereen, do ; S B Smith, Belleville ; C Smith, Woodstock ; Mr Sutherland, Temperanceville ; Mr Sutherland Picton ; J Scott, Caledonia ; Richard Joseph Scott, Dunham ; A B Stewart.

T

Toronto :—James Turnbull, Henry Torrance, Jas Torrance, J A Torrance, J F Taylor, Chas Turner, Mr Topping, J D Terrill, J C Tarbut, Wm Thomson, A T Todd, H Thomson, Joshua Thomsou, Col E M Thomson, Wm Thomas, Henry Thomas, Col Tache, Mr Tait, F Turner, S Tetu, F Turnbull, F Taylor, jun.

Quebec :—John Thomson, Yeves Tessier, W H Tilstone, S Tetu, J Tourangeare, Mayor Trollop and Staff, J E Thibadeau, John Thomson, jun, C Tetu, J G Torongeau, Chas Tiltston, Hon E P Tache, Edward Trau, W Tassier, W Talbot, J Thibadeau.

Kingston :—James Thomson.

Hamilton :—John Turner, James Turner, Mr Thomson, Sherriff Thomas.

Brockville :—Allan Turner.

New York :—Daniel Torrance, George Taylor, Thomas Thomas, B Townsend, H Taylor.

Boston :—Col A N Thomson, Jas B Thornlike, J W Tyler, F F Thayer, L W Tappin, Stephen Tilton, jun, Col E Train.

Montreal :—Hon P S Tache, F H Travishick, Col Thacknel, M Turst, Mr Turnbull, Mr Thomson, Johnston Thomson, John Torrance.

Sundry Places :—Thomas Tait, Melbourne ; H J Thorpe, Gananoque ; E J Tinkhah, Chicago ; R M W Taylor, Cincinnati ; Alfred P Toulmin, Sambora ; Thos Taylor, Fort Cologne ; J D Thomas, Dundas ; the Mayor of Toledo ; B Tilton, St Johns,' N B ; Hon M Tobin, Halifax ; W P Tuille, Woodstock ; J E Turcotte, Three Rivers.; Rev Mr Thomson, Lennoxville ; Peter N Fagge, Bridgeport ; Thos Turner, Port Hope ; John Thurkell, Lindsay ; Rev John Torrance, Niagara ; Wm Taylor, London ; Mr Thomas, Brocklyn ; George Taylor, London ; J G Thomson, Gaspe ; C E Twining, Halifax ; C P Treadwell, L'original ; Thos S Tobin, Halifax ; R S Talbot, London ; W Thomas, London ; John F Pinkhane, Portland ; S L Taylor. Cincinnati ; A Thorndike, Beverly, Mass ; Rev M Townsend, Shanonville ; J Thompson, Simcoe ; Mr Thompson, Hawkesbury ; W H Taylor, Paris ; J Thomson, Aylmer ; Mr Truscott, Port Hope ; W Thorn, Wellington ; J Thompson, Laprairie ; W Tourje, Cobourg ; Mr Tailifer, St Martin ; T Thomson, Three Rivers ; Major Taylor, St Johns ; T L Thorndike, Elgin ; J Taylor. Lowell, Mass ; J M Fowl, Delaware ; J Trenholme, Kingsey ; J Tailfer, St Martin ; P Todd, Portland ; P C Tucker, Vergennes : H Trigg, Nicolett ; W Thornburn, Longueiul ; J W Tait, Belleville ; J Taylor, Albany ; J Twining, Halifax ; J Tobin, Halifax ; J Tracy, Troy ; M W Tufts, Claremont, N H ; Sheriff J Thompson, Perth ; A L Taylor, Pike River ; Mr Tracy, Prescott ; H Terry, Cobourg ; A Teskey, Carlton Place ; T Trigg, Nicolet ; J L Tucker, Orono ; D Thompson, Georgetown ; A Thompson, Buckinghame ; A L Taylor, Phillipsburg ; D A Taplin, Phillipsville ; C Fowle, Lennoxville ; L Puck, Sherbrooke ; Hon S O Tourgeon, Terrebonne ; L A Tachereau, Kamouraska ; J Thomson.

U

Sundry Places :—J K Urquhart, London ; Dalton Ullyot, Port Hope ; Rev H Urquhart, Cornwall ; Frederick S S Usher, Bowmanville ; E E Upham, Portland ; Geo Usborne, Portage du Fort ; Mr Urquhart, Quebec ; John Urquhart, Oakville ; Mr Underwood, Burlington.

V

Sundry Places :—Chas R Vincent, New York ; W B Valteau, Quebec ; E H Vrigil, Troy ; Mr Vahkoughnet, Toronto ; Col Vankoughnet, Cornwall ; Cornelius Vanderbilt, New York ; Capt J Vanderbilt, New York ; Mr Vancamp, Bowmanville ; Chas Vandervoust, New York ; Geo Veasey, Quebec ; N S Vernon, Louisville, Ky ; P Vallee, Quebec ; E Varin, Ottawa ; His Excellency the Governor of Governor ot Vermont ; E R Vandeersen, Westfield ; M F Valois, Point Clair ; Capt Vale, Guelph ; Hon J P Varnam, jun, New York ; J B Varin, Laprairie ; Chas Vanarman, Brockville ; G N Vale, Fingale ; Hon D B Viger, Montreal ; F Vanneouvus, Quebec ; A H Venner, London ; J B Vierge, Three Rivers ; J C Vankoughnet, Toronto ; Mr Vanwyck, Owen Sound ; Dr Vancourtland, Ottawa ; Capt Vanclevi, Oswego ; B Vannerman, Durham ; Mr Voigt, Kingston ; Hon D M Vankoughnet, Toronto.

W

Toronto :—Professor Wilson, Thos Wordside, S Whitney, Francis Walsh, John Mr Watson, G W Wickstead, Mr Whitby, Watson, Wm Wakefield, J G Worts, Wm White, S Westmacrot, E F Whitmore, John M Wood, S J Webster, R Wingate, John Wilson, Edward Wright, Mr Wickstead, Mr Worthington, H W Woodward, G A Walkem, Andrew Wilson, Captain Weatherly, Hon C Widmer, J W D Workman, B Workman, Mr Wilson, Saml Whitney, W B Wright, L F Witcher, Mr Woodman, F Woodman, John Worthington.

Quebec :—Hon W Walker, Joseph Wenham, M H Warpen, W Walker, R P White, Joseph Whiee, Capt Williams, Wm White.

Hamilton :—Geo Wright, S Walkington, Mr Walker, John Winner, Hiram Weeks, A T Wood, D Wily.

Kingston :—John Watkins, Edward Wilmot, Mr Wickstead, G M Wilkinson, Major Walker, Major Watkins, Mr Whash, James Wilson, Thos Wilson.

Ottawa :—Alex Workman. James Workman, jun, Alex Workman, jun, J R White, Mr Wood.

Belleville :—Chas Wilkins, Robt Walbridge, W Wilson, Adam Waldbridge, Lewis Waldbridge.

New York :—Mr Whitfield, Wm White, O M White, B L Ward, J T Warren, Mr West, R B Ward, O Wheeler, Geo Wilson, J P Warren.

Boston :—Mr Wilkinson, General Wilson, R F Wyman, Thos Wigglesworth, S M Whigtman, B F Warner, J G Webster, F L Washburn, L C Whiten, P Worthington, H R C Winthrop, Hon F O Watts, J L Whipple, W White, J K Wright.

Sundry Places :—J B Warren, Oshawa ; W Woodruff, St Davids ; J C Woodruff, Drummondsville ; John Warren, Oshawa ; Hon R C Wilkins, Murray ; E D S Wilkins, Consecon ; C G Wood, Cornwall ; E W Willard, Chicago ; E H Whitmarsh, Merrickville ; R Waddle, South Vaughan ; W A Wilkins, Buffalo ; W C Wright, Oswego ; Mr Wilmot, Newcastle ; W H Wilson, Brockville ; J R Wood, Dickinson's Landing ; Mr Wood, Ottawa ; J Warnock, Galt ; J G Wilson, Simcoe ; W Wilson, Vittoria ; J White, Palermo ; O Wells, Three Rivers ; J A Wells, London ; Dr H Wade, St Thomas ; Governor and Staff of Wisconsin ; R N Watts, Drummondville ; J B Watts, Brantford ; J Wells, London ; R E Wood, Portland ; J F Weeks, do ; M F Whittier, do ; C T Wilson, Pictou ; Col N M Wilson, Simcoe ; G H Wilson, Portland ; J D Ward, Jersey City ; J Watson, Ayr ; J Waldie, Wellington Square ; W White, St Thomas ; J Wadley, Sen., Kingsey ; J Wadley, Jun, do ; S Warner, Wilton ; T Wood, Dunham ; G R Williams, Port Stanley ; L Weller, Cobourg ; J Webster, Guelph ; P P Wells, Brooklyn ; J A Wilkes, Brantford ; R W Waddell, Port Hope ; S S Ward, Hartford ; C Walls, St Andrews ; A Westover, Dunham ; D Westover, do ; L W Woodward, Nicolet ; R Wright, Hull ; J Wilkes, Brantford ; P Wallace, Cobourg ; J S Wallace, do ; B F Whitmore, Waltham ; H Whitney, Montreal ; J Wilson, London ; Mr Wright, Jr ; L Whitney, Ashland ; G B Warren, Troy ; R Woods, Chatham ; John Whitman, Halifax ; T S Whitman, do ; S J Warner, Chicago ; James Watson, Goderich ; Charles Willard, Prescott ; George Woodburry, Portland ; John Winne, Albany ; James Wallis, Peterboro' ; Geo E White, Portage du Fort ; Paul Washburn, Picton ; M H Warren, Quebec ; J M Wilmott, Newcastle ; W Workman, Montreal ; Capt E A Williams, do ; A Wilgress, do ; G Wilgress, do ; Mr Wardle, do ; Mr Wilkinson, do ; C L Wilkinson, do ; C Wrightson, do ; G Williams, Chicago ; R Watson, Brockville ; J Wylie, Ramsey ; J Watts, Chambly ; W Wilson, Waddington ; J Wight, St Martin ; J Whitelaw, Cobourg ; Mr Wing, Farmersville ; Mr Waterbury, Temperanceville ; C Whitelock, Vandreuil ; T Webster, Brockville ; J Walker, Ottersville ; J J Walker, Simcoe ; A J Wood, Hamilton ; Mr Ward, Port Hope ; D N White, Pittsburg ; D Wnyatt, Aultsville ; Hon Chas Wilson, Montreal ; J Wilson, Kingston ; J W Woodruff, Niagara ; A Watrous, Ogdensburg ; C R Wurtill, River David ; J B Ward, Smiths Falls ; J Warner, Wilton ; A Wood, Forts Village ; W Wilson, Simcoe ; Mr Wild, Brantford ; R Woon, Oshawa ; N Walsh, Durham ; W Wilson, Cumberland ; J Wilson, Buckingham ; R Wilson, Grenville ; W W Webb, Brighton ; G Walker, L'Original ; C S Wilson, Picton ; G W Webb, Coborne ; J E Walsh, Port Hope ; C Watt, Brantford ; J Waddell, Chatham ; J Wyatt, Picton ; R H Wright, St Johns ; R Whiteman, Lacolle ; A F Wood, Madoc ; J B Wells, Vankleekhill ; E Wright, Bath ; W Walsh, Huntingdon ; G Wood Cornwall ; J R Wood, Dickinsons Landing ; W Wilson, Buckingham ; T White, Peterboro' ; C Willard, Prescott ; C Warren, Coalbrooke ; G E White, Portage du Fort ; C Whitland, Paris ; A Walker, Perth ; W Watson, Montreal ; L Whilan, Thomasford ; Col G W Whitehead, Woodstock ; O H Wood, Brampton ; S W Watson, Fergus ; V Wyatt, Port Hope ; Rev Wetherall, Phillipsburg ; J W Williams, Lancaster, N B ; J Weleter, Guelph ; E Watier, St Anicet ; Rev Dr Walker, Montreal ; W B Wells, Judge, Chatham ; John Wade, Port Hope ; R Waught, Kemptville ; Michd. White, Pembroke ; Dr Wilson, Perth ; William Watson, Sherbrooke ; Robt Wylie, Owen Sound ; J S Whitcovert, Thrurso ; Chas Woodby, Montreal ; Robt Wylie, Ayr ; Dr Worthington, Sherbrooke ; T J Wilkes, Owen Sound ; Col Watson, Port Kent.

Y

Sundry Places :—P E Young, Vittoria ; A Young, Port Sarnia ; J Young, Georgetown ; H Yates, Brantford ; W J Yarwood, Picton ; John Young, Hamilton ; D D Young, Quebec ; H C Yates, Kingston ; H Yates, Brantford ; Capt Young, Wellington ; Hon John Young, Montreal ; P E Young, Victoria ; Geo Young, Hamilton ; Hon W Young, Halifax ; Peter Young, Vittoria ; W Young, Quebec ; A Young, Port Sarnia ; Rev Geo Young, Montreal ; J Yeomans, Westfield ; J Yale, Chambly ; A Yielding, Ottawa ; W T Yarwood, Picton ; E M Yarwood, St Thomas.

List of Names received since the above was in type :

Geo Futryoye, Toronto ; E Frechette, Chambly ; Hon M Fillmore, Ex-President U S, Montreal ; Capt Holyoake, Toronto ; N Hughes, Montreal ; Mr Kelly, Steamer Canadian ; A Kirzowski, St Charles ; P Lawler, Montreal ; Lieut Lockwood, Quebec ; P Lussier, Varennes ; T Mackay, Ottawa ; J H MacNab, Hamilton ; G H Morgan, Plattsburgh ; H Ogden, New York ; The Mayor of Port Hope ; T Richardson, New York ; E Reo, Montreal ; S Boyce, Ex-Governor of Vermont ; J S Spong, Montreal ; Mr Thompson, Steamer Canadian ; George Proutbeck, Montreal ; Geo Adland, Toronto ; Hon L Bowen, Lockport, Mass ; J Bartlett, jun, Belleville ; The Mayor of Brockville ; Rev R R Burridge, Montreal ; Col Bradford, Toronto ; D Blatherwick, Quebec ; Geo M Bradford, Chatham ; Capt A Bulgar, Montreal ; Lt W H Carter, Quebec ; A Cameron, Toronto ; J M Chandler, Montreal ; Sheriff Carrol, Woodstock ; R Colton, Toronto ; Mr Chishorn, Oakside ; R Cherrie, Toronto ; E Cannal, Hamilton ; Dr G M Douglass, Quebec ; W Dickson, Clack Mills ; S W Dryde, Bytown ; Mr Dutton, Steamer Canadian ; W Fitch, Lockport ; W Fisk, Lowell, Mass.

Lord Cardigan Again.—"The hero of Balaklava" has replied to the statements of Mr. Buck, his latest assilant, in a letter addressed to the *Morning Herald*. Lord Cardigan's language, at least, is strong enough. Mr. Buck's letter is denounced as "a tissue of ignorance, presumption, and slander ;" his "conduct us disgraceful, and unworthy of his position as a gentlemen and a member of Parliament ;" he has "offered a gross insult" to Lord Cardigan ; his "allusions are offensive ;" his "opinion" as to the loss of the cavalry horses "is infamous and disgusting slander ;" he is "a malignant slanderer ;" and lastly, his allusion to the "black bottle" affair "can only be designated as mean, paltry, and despicable." We are sorry to say that, amid this flux of sweet-smelling phrases, Lord Cardigan's further proof as to his heroism in the famous Light Cavalry charge is rather faint and obscure. He reiterates his assertion about advancing through some passage where his men could not follow him, with the romantic addition of "coming alone upon a large force of Russian cavalry," and having a desperate hand-to-hand encounter, in which he was slightly wounded. It is very odd, however, that Lord Cardigan cannot point to anybody who saw him at this critical moment. The only proof he offers, even of having been in the charge at all, is the testimony of Sir James Scarlet and his orderly, who, being a little in advance of the heavy cavalry brigade, *saw him coming back*. We strongly advise Lord Cardigan not to call these witnesses. Their evidence, like an Irishman's certificate of character, promises to be of such a nature that he would be better without it.—*Edinburgh Herald*, Oct. 18.

Grapes.—We refer to Messrs. English & Co.s advertisement of grapes in another column. This fruit is of the finest description and put up in convenient packages for families.

CHAPTERS
FROM THE OLD TIMES OF MONTREAL.
THE FOUNDATION OF MONTREAL

CHAMPLAIN 1611.

In the year 1611 I led back my savage to those of his nation who were to come to the Great Sault St. Louis, and to bring back my servant whom they had for a hostage. I left Quebec the 20th May and reached the said Great Sault the 28th, where I did not find any of the savages who had promised to be there the 28th of the said month. I immediately went in a very bad canoe, with the savage that I had carried to France, and with one of our men. After having examined both sides, as well in the woods as along the bank, to find a place proper for the establishing of a settlement, and to prepare a place for building, I travelled eight leagues by land coasting the Great Sault through the woods, which are not too thick, and went as far as the Lake, where I was conducted by the Savage, and where I considered the country very particularly. But in all that I saw I found nothing more fit than a little place, where barks and boats may easily get up, nevertheless only with a great wind by towing because of the great current of water. For higher up than the said place (which we have named the Place Royale) at one league from Mont Royal, there are a quantity of little rocks and boulders which are very dangerous. And near the said Place Royale there is a little River, goes a considerable distance into the interior of the lands, all along which there are more than sixty arpents of land cleared, which are like prairies, where grain might be sown and gardens made. Formerly the savages ploughed there ; but they have given them up for the constant wars which they have. There are also a great quantity of other fine meadows to nourish whatever number of cattle may be desired, and all sorts of woods that we have in our forests on the side, with quantities of vines, nut trees, plums, cherries, raspberries and other sorts very good to eat, among others one that is very excellent, which has a sugared taste approaching to that of plantains (which is a fruit of the Indies) and is as white as snow ; the leaf resembling that of the nettle and it climbs along the trees and the earth like ivy. The fishery is very abundant, and is of all the kinds which we have in France, and of many others which we have not, and which are very good, as also the hunting of birds of divers sorts, stags, bucks, deer, carriboo, rabbits, wild cats, bears, beavers, and other small beasts, which are in such quantity that while we were at the said Sault we never wanted for them.

Having then examined very particularly and found this place one of the finest which there is in this river I immediately caused the wood to be cut and cleared from this Place Royale, to render it level and fit for building, and the water may be easily made to go round it, and make a little island of it so that the establishment may be made as it is desired.

There is a little island at twenty toises from the said Place Royale, which is about one hundred paces in length, where there might be made a good and strong residence. There are also a quantity of meadows of rich potters earth, as well for bricks as to build with, which is a great convenience, I caused a good trial to be made, and made a wall four feet thick and from three to four feet high, and of ten toises in length, to see how it would last during the winter when the rains fall, which in my opinion could not reach up to the wall, inasmuch as the soil is twelve feet above the said river which is high enough. In the middle of the river there is an island of about three quarters of a league in circuit fit for building a good and strong town, and I have named it the Island of St Helen. This Sault descends in the manner of a Lake, where there are two or three islands and some fine prairies.

While waiting for the Savages, I caused two gardens to be made, the one in the meadows, the other in the woods, which I caused to be cleared ; and the second day of June I sowed some seeds there which all came to perfection, and in short time, which shows the goodness of the land.

I resolved to send Savignon our Savage with one other, to go and meet those of his country in order to make them hasten, and they deliberated about going in our canoe which they were doubtful of, for it was not worth much.

The seventh day I went to examine a little river by which the Savages sometimes go to war, and which goes towards the Sault of the Iroquois River. It is very pleasant, and having round it more than three leagues of meadows, and lands which may be ploughed. It is a league from the Grand Sault, and a league and a half from the Place Royale.

FIRST DESCENT OF LACHINE RAPIDS BY A WHITE MAN.

The 9th day our Savage arrived, who went something beyond the Lake which is about ten leagues long, and which I saw previously. He had met with nothing and they could pass no further on account of the heavy canoe which failed them, and they were fain to return. They reported to us, that in passing the Sault they saw an island, where there was so great a quantity of herons that the sky was hidden. There was a young man of the name of Louis a great lover of hunting, who hearing this wished to go there to satisfy his curiosity and very earnestly begged our Savage to conduct him. This the Savage agreed to do, together with a Savage Montagnais Captain, a very elegant personage called Outetocuos. In the morning the said Louis went to call the two Savages to go to the Island of Herons, they embarked in a canoe and went. This island is in the middle of the Sault, where they took whatever quantity of herons and other birds they desired, and re-embarked in their canoe. Outetocuous, against the wish of the other Savage, and against all the prayers he could make wished to pass by a very dangerous place, where the water fell nearly three feet in height ; saying that he had passed it at other times, which was false, He was a long time debating with our Savage, who wished to conduct him on the South side along the main land, where they are accustomed to pass most frequently, which Outetoucous did not like ; saying that there was no danger. As our Savage saw that he was headstrong, he consented to his wishes ; but he said that at least they ought to unload the canoe of part of the birds which were in it, inasmuch as it was too heavily loaded, or that they would inevitably fill with water and be lost, which he would not do saying that it would be time enough if they saw there was danger. They allowed themselves then to fall down the current. When they were in the pitch of the Sault, they wished to get out, and throw their load overboard ; but the time was passed ; for the swiftness of the water mastered them and filled them immediately in the whirlpool of the Sault which made them make a thousand turns up and down and never left them. At length the force of the water fatigued them in such fashion that this poor Louis, who did not know how to swim at all lost his senses and the canoe being at the bottom of the water he was obliged to leave it ; and returning upwards the two others who kept holding the canoe, saw no more of the poor Louis, and thus he died miserably.

Having got out of the said Sault, the said Outetoucos being naked and confident of his swimming abandoned the canoe to gain the shore, so that the water running with great swiftness he was drowned ; for he was so fatigued and broken by the trouble he had had that it was impossible for him to save himself

Our Savage Savignon better advised, held firmly to the canoe, until he got into an eddy where the current had carried him, and he knew so well how to act, that notwithstanding the trouble and fatigue he had had he came gently to land, where being arrived, he bailed out the canoe, and came back with great fear, that I should revenge myself on him, as they do on one another, and told us these sad news, which gave us great pain.

It seems that in the early settlement of the country it was found advisable to ship considerable numbers of the fair sex, as has been done in our own day from England to Australia under the direction of Mrs. Chisholm. The place of this lady in the female immigration to Canada, was supplied apparently by some nuns of especially staid deportment. The troop of damsels here spoken of, was sent out expressly to furnish wives for the Regiments Carignan, which had just been disbanded in the colony.

One of the means for peopling the Colony.

Baron La Hontan.

1684.

After the reduction of these troops, many vessels loaded with girls were sent out under the direction of some old beguines, who divided them into three classes. These damsels were, so to speak, piled up the one on the other in three different chambers, where the husbands chose their wives, in the same manner as the butcher goes to choose his sheep in the middle of the flock. There was material to content the fantastical in the diversity of girls in these three seraglios ; for there were to be seen there tall and short ; fair and brown ; fat and lean ;—in short every one found a shoe to fit his foot. At the end of fifteen days not one remained. I have been told that the fattest were the soonest casr ried off, because it was imagined that being lesactive they would have more trouble to leave their housekeeping, and would better resist the great cold of the winter ; but many people who went on this principle were taken in by it. * * * Those who desired to marry addressed themselves to the directresses to whom they were bound to declare their property, and faculties before choosing from these three classes her whom they found to their taste. The marriage was concluded on the spot by the aid of the priest and the notary, and the next day the Governor caused to be distributed to the married, a bull, a cow, a hog, a sow, a cock, a hen, two barrels of salt meat, eleven crowns and certain acres.

View of the Town &c. of Montreal.
River St. Laurence.

MONTREAL IN 1684.

This town is called Ville Marie or Montreal. * * Messieur of the Seminary of St. Sulpice de Paris are the Seignieurs and proprietors. They have the nomination of the bailiffs and other officers of Justice, and they formerly had even that of Governor. This little town is open without any fortification of stock or stone. It would be easy to make it an impregnable post from the advantage of its situation though its site is flat and sandy. The River St. Lawrence which passes at the feet of the houses on one side of the town does not permit even small vessels to go further up, for at an eighth of a league above, one sees nothing but rapids, cascades, and whirlpools.

Mr. Perrot who is Governor having only a thousand crowns of salary has found means to gain 50,000 in a few years by his great trade in peltries with the savages. This city has its bailiff, who neither gets great honour nor great profit from his charge, no more than do his officers. It is but the merchants who find their account there, for the savages from the Lakes of Canada, came down here almost every year with a prodigious quantity of beaver skins, which they exchange for arms. kettles, axes, knives, and a thousand other kinds merchandize, on which they gain as much as two hundred per cent. The Governors General are usually there in these times to share the cake and receive the presents of these people. This residence appears to me very agreeable in summer time, for I am told it seldom rains at that season, The *coureurs de bois* bring from here every year canoes full of merchandize, to all the nations of savages of the continent, whence they bring back good beaver skins. Seven or eight days ago, I saw twenty-five or thirty come back deeply laden. There were but two or three men to manage each canoe, which carried a load of twenty quintals, that is to say forty bales of beavers, worth one hundred crowns each. They had been a year or eighteen months on their voyage. You would be surprized to see the debauches, the feasts, the games of these *coureurs de bois* as well in clothes as in presents to women as soon as they arrive. Those who are married retire quietly to their homes ; but those who are not do like the sailors coming from the Indies or from making prizes on a cruize. They dissipate, eat, drink, and play so long as the beaver skins last, and when they are done, they sell gold, lace, and clothes. At last they are obliged to re-commence their voyages to have wherewith to live. For the rest, the gentlemen of the Seminary take care from time to time to send here missionaries who live under the direction of a Superior much honoured in the country. They are lodged in a fine large magnificent house of cut-stone. Their church is not less so. It is built on the model of that of St. Sulpice of Paris, and the altar is particularly isolated. The *cotes* or seigniories on the South of the island produce a good revenue, for the farms are good, and the habitans rich in wheat, cattle, poultry, and a thousand other articles, which they sell in the town ; but the Northern part of the island is not yet peopled.

HOW LAHONTAN'S MORALS WERE ATTENDED TO.

When Mr. DeCallieres was in possession of his Government, it was ordered that all the inhabitants of this city and its environs should cut and carry large pickets of fifteen feet long to fortify it. They worked with so much diligence during the winter, that there remains nothing to do but to plant them, on which five or six hundred men are about to be employed....No party of pleasure can be made up ; no game ; nor any visit to ladies without the Cure being informed of it, and preaching publicly about it from the pulpit. Their indiscreet zeal goes so far as to name people, and if they refuse the communion to the wives of noblemen for a simple colored skirt, you can judge of the rest. You cannot believe to what a pass the authority of these ecclesiastical seigniors extends. I declare that they are ridiculous in their manner of acting, they ex-communicate all masks, and even go to the places where they are to be found to unmask people and load them with reproaches. They watch daughters and wives more carefully than husbands and fathers. They cry out against people who do not perform their devotions every month, obliging all sorts of people to carry their tickets to their confessors at Easter. They condemn and cause to be burned all books which do not treat of devotion. I cannot think of this tyranny without exclaiming against the indiscreet zeal of the *Curé* of this town. This cruel person entering the house of my host, and finding some books on my table, he cast himself *à corps perdu* on a romance of adventures of Petronius, which I esteemed more than my life, because it was unmutilated. He tore out almost all the leaves, with so little moderation, that if my host had not held me, when I saw this lamentable ruin, I should have rushed on this turbulent pastor to tear out also all the hair from his beard.

It seems that the Baron from whom we quoted last had a turn for gaiety, which rendered his statements less reliable than they might otherwise have been ; at least so they were thought by the churchman whom we next quote. This contradiction of the Baron relates to some scandal of the latter, which we have judged it best to omit.

WHAT MONTREAL LOOKED LIKE IN 1721, AND SOMETHING ABOUT VOLUNTEERS.

(CHARLEVOIX.)

This town has been called Ville Marie by the founders ; but this name has not been able to pass into the common use, it has place only in public documents and among the Seigniors, who are very jealous of it. These Seigniors, who have the domain not only of the town ; but of all the island, are Messieurs of the Seminary of St. Sulpice, and as almost all the lands there are very good and in cultivation, and as the town is little less populace than of Quebec, it may be safely asserted that this Seigniory is worth at least half a dozen of the best in Canada. This is the fruit of the labour and good conduct of the Seigniors of this island, and certainly twenty individuals, among whom it might have been divided, would not have placed it in the condition where we now see it, and would not have rendered the people so happy.

The town of Montreal has a very smiling aspect ; it is well situated, well laid out, and well built. The agreeableness of its environs, and of its views inspire a certain gaiety which is felt by all the world. It is not fortified, a simple palissade, bastioned, and sufficiently badly maintained, makes all defences, together with a poor redoubt on a little foot wall of turf, which serves for a boulevard, and terminates with a gentle descent on a square place. This is what is met with first on arriving from Quebec. It is not yet forty years, that the City was entirely open and exposed daily to be burned by the Savages, or by the English. It was the Chevalier de Callieres, brother of the Plenipotentiary of Ryswick, who caused it to be enclosed during the time he was Governor. Since some years, it has been proposed to surround it with walls ; but it will not be easy to induce the inhabitants to contribute. They are brave, and they are not rich ; it has hitherto been found difficult to persuade them to this expense, and they are well convinced that their valour is sufficient to defend their town against whomsoever may dare to attack it. Our Canadians have, on this article, a sufficiently good opinion of themselves, which it must be admitted, is not ill founded ; but as a consequence of the confidence it inspires, it is not so hard to surprize as to conquer them.

Montreal is of an oblong shape, situated on the bank of the River, which rising insensibly, separates the town by its length into Upper and Lower ; but it is not easy to perceive that one ascends from one to the other. The Hotel Dieu, the Kings Stores, and the Place D'Armes, are in the Lower Town. That is also the quarter of almost all the Merchants. The Seminary, the Parish, the Recollets, the Jesuits ; the Congregation, the Governor, and the greater part of the offices are in the Upper. Beyond a little river which comes from the North West, and bounds the town on that side, a few houses are to be found, and the General Hospital ; and turning to the right beyond the Recollets, whose Convent is at the extremity of the City, on the same side, a kind of fauxbourg is begun, which in time will make a very fine quarter.

CHARLEVOIX DEFENDS THE MONTREAL LADIES.

The great commerce of Peltries, after the town of Three-Rivers ceased to be frequented by the nations of the North and West, has carried on for some time at Montreal, where the savages came at certain times from all parts of Canada. It was a kind of fair which attracted many French men to the town. The Governor General and the Intendant also went there, and profited by the occasion to accommodate the differences which might occur between our allies. But, if by chance, Madame, you fall on the book of LaHontan, where this fair is spoken of, take good care not to receive all that he says for verity. The appearance of truth is not preserved there. The women of Montreal have never given occasion for what the author says on their account, and there is nothing to fear for their honor, on the part of the savages. It is to be wished that the French had manifested no more taste for the savagesses. * * * Small fleets of savages are still to be seen arriving from time to time in Montreal ; but there is nothing in comparison with the passed. It is the Irroquois war which has witnessed this great concourse of nations in the colony.

ARRET FOR ENCOURAGEMENT OF MARRIAGE.

REGISTER OF THE COUNCIL OF STATE, 1670.

* * * His Majesty having ascertained the considerable augmentation which this colony has received from the care which he has been pleased to take of it, in such a manner that he has reason to hope that in continuing these same cares, it will be in a few years in a condition to maintain itself, and wishihg that the inhabitants of the said country should be participators in the good which His Majesty has conferred on his people in consideration of the multiplicity of children, and to incline them to marriage His said Majesty, being in his Council, has ordered and doth order that for the future all the inhabitants of the said country, who shall have as many ten children living, born in legitimate wedlock, not priests, monks, nor nuns, shall be paid from monies which His Majesty will send to the said country, a pension of three hundred livres per annum, and those who shall have to twalve four hundred livres. * * * Desires His Majesty further more, that there shall be paid, by order of the Intendant, to all lads who marry at or below twenty years, and to girls at or below sixteen, twenty livres, each the day of their marriage, which shall be called the king's gift ; that by the Council General, established at Quebec for the said country, there shall be made a division of all the inhabitants by Parishes and Villages, that there shall be appointed some kind of honours for the chief habitants who shall take care of the affairs of each village and community, either by a position of rank in the church or elsewhere ; and that those of the habitants who shall have the greatest number of children shall be always preferred to the others, if no powerful reason prevent ; and that some pecuniary penalty applicable to the hospitals of the place shall be established against the fathers who do not marry their children at the age of twenty years for the boys and sixteen years for the girls.

EARLY MAINE LIQUOR LAW.

1668.

The Council assembled under the presidence of Messire Daniel Remy, passed an arret forbidding, after breweries should be established, to import wines or brandies without licence from the King or this Council, on pain of confiscation, and of a pain of 500 livres, inasmuch as the said importations, were "a means of debauchery for many of the inhabitants, which diverted them from labour, and saved their health," which change "might be made without inconvenience if breweries were established to supply the place of the above-mentioned importations."

LEATHER MANUFACTURES.

1675 and 1706.

The Council "having seen the petition of Toussaint Dubau, Jean Guytart, Simon Espart, and Jean Journet, shoemakers, residing in this City, tending to procure an ordinance that, for the future, Etienne Charet, tanner, shall not be allowed to employ, at his residence, any person of the shoemaking trade ; and that those who are there shall be obliged to come to live in town to serve the public ; and that he (Charet) shall be bound to bring to this town the leather which shall be suitable for shoemaking, to distribute it to the petitioners, as well in winter as in summer, for their money, according to the estimation which shall be set upon it by valuators. The Council has and doth ordain that the said Charet shall come in tomorrow to answer the said petition, and that in the meantime, by way of caution, and for the public good, and inasmuch as the navigation is about to close, he shall bring or send to this City, to whatever house he shall think proper, six whole hides of sole leather, six cows, six cowskins, and a dozen of calf skins ; the price to be regulated afterwards.

(Signed) Frontenac.

M. l'Intendent Raudct, in 1706 again, took the leather manufactures under his protection.

We ordained :—

"That there shall be only two tanners in the "said City, to wit : the men named Delaunay and "Boisalot, between whom, in order that they "may have a fair share of work, the five butchers which are now established there shall divide in equal portions, as well for number as for "quality, the skins of all the animals which they "shall kill in their houses, unless it better likes "them, the said tanners to agree among themselves and cause to be furnished to each of them "the said skins, by the two butchers on whom they "shall agree, and the skins of the fifth butcher to "each of them six months about. * * * We "prohibit the said butchers from dressing any "skin and from making French shoes, on pain of "a fine of three livres for each skin they dress. "We allow them, however, to make some of the "small ones and make mocassins. * * * And, "in the meantime, till we can make a regulation "which will reduce each of the said workmen to "the labour that belongs to his trade, we permit "the said Delaunay, in consideration of the establishment he has made, to have three journeymen shoemakers and one apprentice, whom he "may cause to work at his trade. Prohibition to "him to have a greater number or to cause them "to work on his account, in houses not his own, "on pain of 50 livres fine."

No less persons than Deschambault, Lieutenant General of the jurisdiction, and Raimbault, Attorney General, were specially charged with the execution of this immense ordinance.

A PROPOS OF AGRICULTURAL SOCIETIES.

"Antoine Denis Raudot, Intendant, being informed that the inhabitants of the Government "of Montreal kept a too great quantity of horses, "which hindered them from raising horned and "milch cattle, not knowing in this their true interests." * * * We ordain that each inhabitant of the Cotes, in our Government, shall have "no more than two horses or mares, and a colt, "and this to begin after seed time in the year "1710, giving them time to be able to get rid of "their horses which they may have above that "number."

Deschambault and Rainbault are again charged to bear a hand for the execution of this important decree.

DEMOLITION OF THE FORTIFICATIONS.

1811.

In this year was passed an act for removing the old walls surrounding the city of Montreal, the demolition of which had three or four years previously been petitioned for by the inhabitants, and was now consented to as necessary to "the salubrity, convenience, and embellishment of the city."

MONTREAL IN 1776.—AN OFFICER IN BURGOYNE'S ARMY.

Of all the adjacent countries, there is no place where the climate is reckoned to be so mild, so pleasant, and the soil so fruitful : with all these natural blessings, is it not surprising to see it thinly inhabited, and very ill settled, for except two or three miles round the city, the country is mostly woods, interspersed with a few small plantations ?

One thing not a little remarkable is, that the Island contains a smaller one of about three miles in length, formed by two inlets of the St. Lawrence. This little island, which is called the *Isle de Jesus*, is almost cleared from woods, and has a small church and a few houses on it, rendering Montreal extremely pleasant ; being so situated, that you cannot go a great length in any direction, before you come to it ; and surely, after travelling through woods and swamps, it affords a most pleasing relief.

This city forms an oblong square, divided by regular, well formed streets, and the houses in general are well built ; there are several churches, but these, as well as many of the houses have felt the effects of this war.

The city is surrounded by a wall and dry ditch, and at one end there is a citadel. These fortifications were raised many years past, as a defence against the Indians, and since the war, great improvements have been made to them ; but the city is so situated, that no works can be raised to enable it to stand a regular siege, having many rising grounds, that command it in more places than one.

When we gained possession of this province, Montreal was nearly as large as Quebec, but since that time it has suffered much by fire ; it is greatly to be wondered at, that it has not, one time or other, been totally destroyed ; for in the winter, when the inhabitants go to bed, they make great fires in their stoves, leave them burning all night, by which means they are frequently red hot before morning. Imagine how very dangerous they must have been, when their houses were constructed of wood ; few of those are now remaining, except in the outskirts of the city, the greatest part of them being built of stone.

The inhabitants here, as well as those of Quebec, having so many times suffered by fire, constructed their buildings in such manner, that they are not only perfectly secure against that element, but even against house-breakers, which being a little singular, you will have no objection to my describing them.

The house consists of one lofty floor, built with stone, and the apartments are divided by such thick walls, that should a fire happen in one of them, it cannot communicate to any other : the top of the house being covered with a strong arch, if the roof which is over it should catch fire, it cannot damage the interior part of the house. At Quebec, that city having been so often besieged, the inhabitants who are now building at that place, make this arch bomb-proof.

Each apartment has a double door, the inner one of wood, and the outer one of iron, which is only shut when the family retire to rest ; the windows have double shutters of the same materials, and have not only taken this precaution with the doors that lead out of the house, but added an iron one, which is fixed on the inside, These doors and shutters are made of plate iron, near half an inch thick, which, perhaps, you will imagine, must give the house a very disagreeable appearance, but it is far otherwise, for being mostly painted green, they afford a pleasing contrast to the whiteness of the house.

THE TRADE AT THIS PERIOD, ON THE 26TH OF NOVEMBER.

This is the busy time of the merchants belonging to this place, who are now using all possible expedition in sending home their furs before the winter sets in. The reason assigned for deferring it till so late in the season, is on account of the traders, some of whom are but just arrived from the upper countries, the merchants generally waiting as long as there is a possibility of their return, and sometimes so long in expectation of them, as to lose their markets entirely.

These traders, in the course of their voyages, are continually encountering hardships and difficulties, and their lives are frequently in imminent danger ;—nothing can counterbalance the great dangers that await them, but the certainty of acquiring an ample fortune in the course of three or four voyages.

They set out in the spring of the year in parties of about twenty or thirty persons, with perhaps eight or ten large birch canoes ; they have no fixed course to take, but steer that where it is imagined they can meet with a tribe of Indians ; keeping mostly upon the upper lakes, sometimes carrying their goods and canoes across rapids, which are parts of the river greatly quickened by the descents, and over land to a river, up which they will proceed many leagues. If they do not meet with any Indians, it obliges them to return to the lake, and proceed westward.

The goods they take with them to barter for skins, consist chiefly of brandy, tobacco, a sort of duffil blankets, guns, powder and balls, kettles, hatchets, and tomahawks, as likewise looking-glasses, vermillion, and various other paints ; and according to any article that an Indian has a desire or an use for, he will give ten times its value in skins. They are most eager after powder, ball, paint, brandy and tobacco.

These traders traverse vast lakes and rivers with incredible industry and patience, carrying their goods among nations in the remotest parts of America. They are generally absent from their families about three years, before their departure make a will, and settle all their affairs, many of them, with their whole party, having been put to death by the Indians, either for the stores they carry with them, or to revenge the death of some of their nation, who has been killed by the bursting of a gun that has been sold to them, which is frequently the case, they being by no means proof. The Indians do not wait for those traders who sold the gun, but take their revenge upon the first they meet with. Here I must observe to you, that the guns which are sold to the Indians are fitted up in a very neat manner, to attract the notice of these poor creatures, and frequently, after having been fired five or six times, they burst, and the unfortunate purchaser is either killed, or loses a hand or an arm. These traders are certainly the best judges, but I cannot help thinking it both cruel and impolitic.

FIRST HINT OF THE PRAIRIE COUNTRY.

It having been hinted, that a reward would be given to him who would discover a north-west passage, or whether the Continent joins to India, two suppositions much credited by the Europeans in general ; several of the traders have endeavored to find which is the true one ; as there is every year some fresh discovery made, there remains but little doubt that in some future time it will be effected. I believe the farthest that any of them have yet reached was a Mr. Henry, who is reported to have travelled ten days upon a large plain, on which grew only a rank grass, nearly as high as a man's breast, and on this plain he frequently met with immense droves of buffaloes, and observed the tracks of several others ; that on the eleventh day he came to a vast river, which stopped his progress, as he did not choose to venture crossing in a canoe ; that the water was quite salt, and run extremely rapid, from which circumstances he concluded there must be a North-west passage.

APPOINTMENTS.

(*From the Canada Gazette, Nov. 8.*)

George S. Jarvis, to be Judge of the County Court of the United Counties of Stormont, Dundas and Glengarry, resigned.

Robert Cooper, Judge of the County and Surrogate Courts of the United Counties of Huron and Bruce, in the room of John Strachan, Esquire.

Theophilous Mack, of St. Catherines, Esquire, M.D., to be an Associate Coroner, for the County of Lincoln.

William A. Campbell, of Toronto, to be a Notary Public.

Aime La Fontaine, of Aylmer, to be Clerk of the Circuit Court for Lachaber Circuit.

To be Justices of the Peace within Lower Canada, viz :

In the District of Quebec :

John Ross, of Ste. Foye ; Augustin Bolduc, (fils de Charles,) of St. Victor de Tring ; and, Rémi Doyon, of St. Victor de Tring, Esquires.

In the District of Montreal :

Augustin St. Louis, Senior, of William Henry ; Robert Sewell Langley Hayden, of William Henry ; James Morgan, of William Henry ; André Boniface Craig, of Contrecœur ; and, Romuald St. Jacques, of St. Denis, Esquires.

And in the District of Ottawa :

François Laurin, of Templeton ; and François Xavier Bouvier, of Templeton, Esquires.

A DREADFUL AFFAIR—PROBABLE HOMICIDE.

(*From the Philadelphia Bulletin, Nov. 6.*)

About eight o'clock last evening a terrible affair took place in front of Guy's Hotel, in Seventh street, above Chestnut. At the time named three shots from a revolver were heard, and the crowd upon hastening to the scene, found a man lying upon the steps of the hotel bleeding, and another man standing near him with a Colt's revolver in his hand. The prostrate man cried out that he was killed, and the other declared that he had fired the shots, and giving up his pistol, avowed his willingness to be taken into custody. The wounded man was taken to the drug store on the coroner, and from there he was removed to the Pennsylvania Hospital.

Tae sufferer proved to be Mr.Philip S.Clawges, late of the firm of Wilmer & Clawges, fancy dry goods dealers, No. 139 Market street. His injuries were of the most serious character, all three of the shots having taken effect. One ball passed through his breast and out at the back ; another entered the abdomen, and the third shattered one of his arms.

The man who had fired the pistol was taken to the Mayor's office. He proved to be Issac C. Shurlock, a bookkeeper in the firm of which Mr. Clawges was lately a member. He declared that he had committed the deed, that he had been instigated to it by the bad conduct of Clawges, and he expressed no regret at the occurrence.

Mr. Clawges lies at the Pennsylvania Hospital in a perfectly hopeless condition ; he was still alive this morning, but his recovery is pronounced impossible by the attending physicians. His wife went to the institution last night, and has since remained by the bedside of her dying husband. The sufferer is about forty-five years of age ; he has four children living. One of them is grown up. Mr. C. was well known in the city.

From the statement of Mr. Shurlock it seems that for some time past an intimacy has existed between Mr. Clawges and Mrs. Shurlock. Mr. C. had first been introduced by Mr. Shurlock to the wife of the latter, and he took frequent occasions to poison the mind of Mrs. S. against her husband, by telling her stories of his infidelity to her and striving to undermine her virtue. Clawges, it is alleged, drugged wine in the house of Mrs. S. and then took advantage of her condition to accomplish his bad designs. Quite recently the lady told the story of her wrongs to her husband, and the tragedy of last night was the result. It is further said that Clawges had borrowed several sums of money from Shurlock, and his refusal to repay the amounts thus borrowed has probably added to the indignation of the injured husband.

Mr. Shurlock is about 23 or 24 years of age ; he has been married about two years, and has one child living.

The prisoner was brought before Alderman Enne, at the Mayor's office, this morning. The office was crowded with anxious spectators.—The accused entered the room, accompanied by several of his friends. He is a genteel looking man, about 5 feet 10 inches in height and slenderly built. His countenance is indicative of firmness, and he bore himself with much fortitude in his painful position.

Harrison G. Clark was called to the stand and testified as follows ; I am one of the high constables ; I did not witness this transaction ; I saw the prisoner brought into the office after the occurrence ; I had a conversation with him ; he was not cautioned against making any statement, nor were there any inducements held out to him to do so ; I asked him how he came to do it, and he replied that he did do it ; that he met the gentleman on the street and accused him ; he (the prisoner) admitted the act.

High Constable Clark further stated that he had understood that it was impossible for Mr. Clawges to live.

The District Attorney asked that the prisoner be committed to answer.

Alderman Enue called the defendant up and told him that he was committed for a further hearing, to await the result of the wounds received by Mr. Clawges.

Prisoner—"Very well, sir."

Mr. Shurlock was subsequently sent to Moyamensing prison in a chaise.

This painful affair has created a great deal of excitement ; both parties are well known, and the prisoner has hitherto borne an excellent character.

PREFACE.

At a meeting of the General Railroad Celebration Committee, the following Resolution was adopted :—

Resolved.—That the Executive Committee be instructed to take the necessary steps to procure the compilation of an historical and general account of the City and its Trade and Manufactures, with suggestions as to the means of their future developement.

And to carry out this object, the following Sub-Committee were selected, viz :

B. CHAMBERLIN, Chairman.
L. H. HOLTON, M. P. P.,
ALFRED PERRY,
E. G. PENNY,
ALEX. MORRIS, M. A.,
T. C. KEEFER, and
JOHN ROSE, Q. C.

Some of the members of the Committee were not able to enter upon the discharge of its active duties, but others assumed the task, and they now submit the ensuing pages to the attention of the reader, in the hope that the facts therein stated, may tend to advance the common interests of Montreal, and the Province of which it is an important commercial centre.

Montreal, 12th November, 1856.

AN INTRODUCTORY WORD.

Coming amongst us, as our friends and visitors now do, on this auspicious occasion, from all parts of Canada and the adjoining States, for the purpose of uniting with us in the Ceremonies of this day, designed as they are to commemorate an event which inaugurates a new era in Canada, the Committee desire to place in their hands a concise, yet comprehensive view of the present position of the Trade, Commerce and Manufactures of this, the largest commercial City in British North America. The facts hereafter compressed into the brief space of these few pages lead us to anticipate a brilliant future for Montreal. With the rapid growth and steady progress of our great Province, Montreal will continue to advance, and we are sure our friends will cordially unite with us in our bright anticipations of a prosperous and happy future to this important Canadian Dependency of the British Crown, and with it to this City. Ere, however, addressing ourselves to the practical object of this pamphlet, we ask the guest, who to-day enjoys the hospitality of our citizens, as he pursues his path along our massive wharves and commodious harbour, or threads his way amid the crowds, who join in the celebration of the day, to travel back with us in imagination to the earlier history of this now busy mart of human industry, in order to contrast the past with the present; and while so doing, pardon us, if we endeavour to look beyond the fleeting present, and indulge in bright anticipations of what we regard as the destiny of our City.

THEN AND NOW.

And first, going backwards, we seem to see Jacques Cartier, a name ever memorable in the History of Canada, on the 3rd of October, 1535, entering for the first time the little Indian Village of Hochelaga, the germ or nucleus of first, the Town of Mount Royal, and so, of this City of Montreal ; eventful visit this, fraught with great results. We can sympathize with the emotions which would fill the mind of the explorer, as he gazed around on "the beautiful panorama of thirty leagues radius, that stretched out to the view from the eastern promontory of the mountain," and yet we cannot suppress a feeling of pity, as we think of the fate of those simple yet valiant sons of the forest, who gathered round Cartier as if before a superior being, and whose race has been so sternly driven back by the steady advance of civilization. But we may not pause upon this subject, and so we ask our visitors and citizens to recognize, if they can, the features of the following picture of Ancient Montreal, in the substantial stone and brick of our modern architecture :—

"The way to the village was through large fields of Indian Corn. Its outline was circular; and it was encompassed by three separate rows of palisades or rather picket fences, one within the other well secured and put together. A single entrance was left in this rude fortification, but was guarded with pikes and stakes, and every precaution taken against seige or attack. The cabins or lodges of the inhabitants, about fifty in number, were constructed in the form of a tunnel, each fifty feet in length by fifteen in breadth. They were formed of wood covered with bark. Above the doors of these houses, as well as along the outer rows of the palisades, ran a gallery, ascended by ladders, where stones and other missiles were ranged in order for the defence of the place. Each house contained several chambers, and the whole were so arranged as to enclose an open court yard, where the fire was made."*

Again we pass on, and by 200 years, with all their whirl of exciting events, and in 1760, the date of the British possession, we find Montreal a well peopled town, "of an oblong form, surrounded by a wall flanked with eleven redoubts, which served instead of bastions. The ditch was about eight feet deep and of a proportionable breadth, but dry; it had also a fort or citadel, the batteries of which commanded the streets of the town from one end of it to the other."

Again, striding on to more modern dates, we find that though the City was increasing in population and augmenting its trade, yet a New York writer some thirty years ago, thus characterized Montreal :—"The approach to Montreal conveyed no prepossessing idea of the enterprise of its municipality ; ships, brigs and steamboats lay on the margin of the river at the foot of a hill. No long line of wharves built of the substantial free stone of which there is abundance in the neighbourhood, afforded security to vessels and owners ; the commercial haven looked as ragged and as muddy as the shores of New Nederland when the Guedevrow first made her appearance off the battery."

McGregor too, in his British America, a work of not very ancient date, thus described Montreal :—"Betwixt the Royal Mountain and the River, on a ridge of gentle elevation, stands the town. * * * * There are no wharves at Montreal, and the ships and steamers lie quietly in pretty deep water, close to the clayey and generally filthy bank of the City."

Such then was our City in times by gone. In the days of our fathers, no stately steam-ships ferried us across the Atlantic, no floating palaces conveyed us safely, speedily and securely up and down our noble St. Lawrence, and across, as the "Times" has fitly termed it, "that magnificent series of inland seas, the high road from Europe to the North American Continent." Then, no great chain of railway linked town to town and city to city, almost annihilating distance. Then, the journey to Toronto was a toilsome matter of several weeks, and that to Brockville, short even as is the distance, occupied, with heavy cumbrous *batteaux*, three weeks. Now how changed ! The wand of some fairy king has surely been here. But no ! Industry, intelligence, labour, capital, all combined, and working for the advancement of this rising colony, have produced the marvellous changes which meet us on every hand.

The little cluster of wigwams has passed away, the more massive scientific fortress has crumbled in the dust, and in its stead there has risen the City you see before you, which is thus graphically described in the recent Report of J. D. Andrews, to the Senate of the United States,—an impartial witness :—

"This City, at the head of sea navigation proper, is the most populous in British North America. Montreal is picturesquely situated at the foot of the Royal Mountain, from which it takes its name, upon a large Island at the confluence of the Ottawa and St. Lawrence, which, both in fertility and cultivation, is considered the garden of Canada East. The main branch of the Ottawa, which is the timber highway to Quebec, passes north of Montreal Island and enters the St. Lawrence about eighteen miles below the City ; about one-third of its waters are, however, discharged into Lake St. Louis, and joining but not mingling at Caughnawaga, the two distinct bodies pass over the Sault St. Louis and the Lachine Rapids—the dark waters of the Ottawa washing the quays of Montreal, while the blue St. Lawrence occupies the other shore Nor do they merge their distinctive character until theaveral sere miles below. ; Montreal. The quays of Montreal are unsurpassed by those of any city in America built of solid limestone, and uniting with the locks and cut stone wharves of th Lachine Canal, they present for several miles a display of continuous masonry, which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the riverside. A broad terrace, faced with gray limestone, the parapets of which are surmounted with a substantial iron railing, divides the City from the river throughout its whole extent."

Such is a sketch of Montreal as approached by the water. But our space forbids further enlargement upon this inviting topic, and we will therefore only further contrast Then and Now with reference to our Shipping, Revenue, Population, &c.

SHIPPING.

It may be of interest to the readers of this chapter to be informed of the average passages of vessels between Quebec and Montreal long ago. We have had access to an old memorandum book kept by the late W. Hall, Esq., the former Collector of Customs at this port, during the years 1820, 1821 and 1822, giving the average passages between the two ports during each month of the open season. In 1820, the average passage in May was 5 days; in June, 14 days; in July, 16 days; in August, 17 days; in September, 25 days; in October, 22 days; general average, 16½ days. In 1821, the average passage in May was 7 days; in October, 23 ; and the general average almost 14 days. In 1822, in May, 6 days, and in October, 25 days; general average, 15½ days. In 1824 a tug steamer was put upon the route. The passage is now made with the aid of tug steamers in about 30 hours.

In 1812 four vessels were built in Montreal, viz :—

The Ship "George Canning,"	470 tons,	by	James Dunlop,
" "Sterling,"	370	"	Hart Logan,
" "Harmony,"	800	"	David Munn,
And the Brig "Hunter,"		"	

In that year 53 vessels were entered, with an aggregate tonnage of 9,127, the largest vessel entered here from ports beyond the sea was the ship Ewerètta, from London, of 342 tons (carpenter's measurement,) the smallest the brig Mary, from Ayr, 70 tons.

In 1813, (during the war with the United States,) there were but 9 vessels from sea, with an aggregate tonnage of 1,589, the largest being again the Ewerètta, the smallest the brig Hamilton, of 151 tons.

In 1814, there were but 13 vessels from sea, with an aggregate tonnage of 2,341, the Ewerètta still being the largest, the smallest (except coasting schooners from the Lower Provinces) being the brig Sunbury, of 110 tons, from Barbadoes, and the Ann and Elizabeth, of 140 tons, from Aberdeen.

In 1815, there were 52 vessels entered, with an aggregate tonnage of 10,123, of which the largest was still the Ewerètta, the smallest the schooner Industry, of 84 tons, from Liverpool.

In 1816, there were 63 vessels, tonnage 12,056 ; largest vessel the Ewerètta, smallest the schooner Mary and Jane, of 87 tons, from Lisbon.

In 1817, 46 vessels came, tonnage 9,215 ; the Leander of Liverpool, 360 tons, the largest.

No larger vessel visited the port for the next two seasons, the number of vessels and aggregate tonnage being much the same. In 1819, two vessels were built in Montreal, the ship Nancy, of 400 tons, sent to London, and the brig Harriet, of 245 tons, to Demerara.

In 1820, the number of vessels rose to 66, with a tonnage of 13,052. Two new vessels were built, names not given. Duties collected that year were £19,412, and the value of dutiable imports, £248,357. The largest ship that year was the Juliana, of 396 tons. In a foot note to this year's Report it is said :—N. B.—The Atalanta came through the lake with 10·2 feet draft of water,—as if that were a note-worthy fact.

The 53 vessels that came in 1821 had a tonnage of 19,064, and in 1822, 56, with a tonnage of 11,694. One new vessel was built this year. Two vessels left port on the 19th November. Mild weather. In 1823, there were 43 vessels, tonnage 9,069 ; two new vessels were built. In 1825, 77 vessels arrived, with a tonnage of 14,338. Next year 50 vessels, tonnage 11,251. In 1827, 64 vessels, tonnage 13,533. It will be observed that the average tonnage in any year was never far from 200 tons. The maximum never exceeded that of the Juliana, which seems to have made more than one voyage; and after 1821 the Ewerètta, of 352 tons, disappears from the list, and is replaced by no vessel of so large capacity. The large vessels built here seem to have been sold abroad or employed in the Quebec timber trade.

Now with the increased water in the channel through Lake St. Peter, we have vessels coming here of 7 or 8 times the capacity. The Anglo Saxon, ocean steamer, has a capacity of 1,782 tons, and the Sardinian of 1,380 tons, cleared at this port with a cargo of grain during the present season.

The following is a table of the average tonnage of vessels trading between this and transatlantic ports during the past five years :—

Average Tonnage of Vessels from Great Britain, for the five years, 1852 to 1856.
Vessels, 454. Tons, 202,833. Average Tonnage, 450 ; or Builders Measurement 514.

STEAMBOATS.

Turning now to steam navigation, we find that Montreal claims an honorable position in its history. In 1807, Fulton first launched his first steamer on the Hudson. In 1809, his example was followed on Lake Champlain and the St. Lawrence.

The first movement towards the steam navigation of the St. Lawrence was made by the late Hon. John Molson, in conjunction with David Bruce, a ship builder, and John Jackson, an Engineer.

The vessel built by them was the Accommodation ; she was but a small boat, 72 feet in length, with 16 feet beam, propelled by an engine constructed by Mr. Jackson, of not much exceeding six horse power.

It required no ordinary courage and enterprise on the part of these pioneers, to undertake the difficult task which they thus essayed. But all the difficulties encountered were successfully overcome, and on All Saints Eve, 1809, the steamer started on her first voyage to Quebec. As she passed after nightfall some of the settlements, going without sails against an easterly wind, the sparks flying out in a continuous stream from her funnels, as has been the case elsewhere the consternation of the inhabitants residing along the banks of the river, at the unwonted sight, must have been very great, and we can easily suppose that it might well be taken for some phantom ship, or other fearful apparition. It was held dangerous to continue their progress through the night, and three days were consumed in the downward trip of 180 miles to, and four days in the upward from Quebec. Therefore it was, that though those who had to reach Quebec either by the tedious land route or the more uncertain transport of sailing craft upon the river, hailed the prospect of this more swift and certain steam navigation with satisfaction, the experiment proved a failure. The engine was of course too weak and of imperfect construction. Yet notwithstanding the lack of immediate success, and the money lost by the first attempt, Mr. Molson did not abandon the enterprise. His practical mind saw, even in that failure, the certainty of a final success, which he lived to realise. He went to England, and there contracted with the Firm of Bolton & Watt, for the engine of a larger boat, some of the castings and rougher parts of which were made in Lower Canada. The London engine builders could build the engine, but they knew nothing of the appliances by which it was adapted to navigation; these required to be furnished here.

In 1811, the new vessel, called the Swiftsure, was launched and at work, and in 1812 did "the State some service" in the transport of troops and stores, during the unhappy interruption of our relations with the United States. The boat had nearly five times the power of the Accommodation. Her length was 120 feet, her beam 24, the engine was rated at 28 horse power, and she was fitted up and equipped in all respects in a superior manner.

The Malsham was the next boat placed on the line, still superior to the Swiftsure ; and after her the Lady Sherbrooke, vessels at that time of very considerable tonnage and power.

At this period, the river was not lighted and buoyed as at present ; it was therefore thought unsafe to run after dark. The pilots, too, were less experienced than at present; it was therefore usual, as we have said, to anchor at night. Frequent and expensive delays were also caused by strong southerly winds in getting up the current St. Mary, more especially when the boats were heavily loaded, as they generally were at that time. Oxen and horses were sometimes employed to tow the vessels up this very powerful current.

In a few years later than the period referred to, we find the St. Lawrence Steamboat Company, and their competitors (afterwards their coadjutors,) the Montreal Towboat Company, running their boats during the night with perfect safety, and ascending the current in any state of the wind, triumphing over all the former difficulties of the navigation.

To the late founder of the St. Lawrence Company, the Hon. John Molson, the celebrity of being the first to establish steam traffic on our noble river must be accorded,—a traffic which, by the enterprise of Upper Canada and that of our neighbors in the adjoining States, is now made to enter from Superior City on Lake Superior, and Chicago on Lake Michigan, to the ocean—aye, and across the ocean also.

To the late Robert Hamilton, Esq., Upper Canada is indebted for the first steamer on Lake Ontario, the engine of whose boat was constructed from the model of the Malsham's engine.

In contrast with the dimensions, power and speed of the little Accommodation, we subjoin those of the John Munn, the largest steamer now plying between this City and Quebec :—

Length,..................	312 feet.
Breadth of Beam,.........	29 feet.
Cylinder,................	72 inches.
Stroke,..................	11 feet.

She makes the downward trip easily enough in 10 hours, and the upward in from 11 to 12 hours.

The ensuing notice of the Canadian Steam Ship Company contains valuable information, and affords a striking contrast.

THE MONTREAL OCEAN STEAMSHIP COMPANY.

STEAMSHIPS.

The Anglo Saxon,	1,782	tons, Captain	McMaster.
" North American,	1,782	" "	Grange.
" Canadian,	1,764	" "	Ballantine.
" Indian,	1,764	" "	Jones.

These vessels were built at Dumbarton, in Scotland, of iron, in seven compartments each, but they are chiefly owned in Montreal. Their capacity enables them to carry 8,000 barrels of flour, or 40,000 bushels of wheat, in addition to passengers, stores, and coal for the ocean voyage.

They have made fourteen voyages this year, from Liverpool to Montreal and back, and have carried :—

From Liverpool to Canada.
805 First Class,
294 Second Class,
1,581 Third Class,

In all, 2,680 Passengers, and about 10,500 tons Goods.

From Canada to Liverpool.
581 First Class,
243 Second Class,
900 Third Class,

In all, 1,724 Passengers ;
Besides 186,900 bushels Wheat,
52,400 barrels Flour,
5,500 barrels Ashes.

And a large quantity of Butter, Lard, Beef, Pork, Apples, and India Rubber Goods.

The average passage of these vessels has been :—

From Liverpool to Quebec, 11 days 19 hours.
" Quebec to Liverpool, 10 " 17 "

The shortest passage from Quebec to Liverpool was that of the Anglo Saxon, 9 days and 23 hours. The same vessel made the passage from Liverpool to Rivière de Loup, the Telegraph Station below Quebec, in ten days and two hours, beating the Asia and Atlantic, which sailed to New York, nearly two days on that passage.

BANKS CONNECTED WITH MONTREAL.

Montreal being a large commercial centre, as might be expected, the banking facilities afforded to the business community are on an extended scale. The Banks of Canada have been, on the whole, prudently and judiciously managed, and have proved remunerative to their shareholders, while there has yet been no instance of the stoppage of a Canadian Bank. The names and capital of the Banks carrying on their business in Montreal is here given, selected from the official statement, with a statement of whether the Office be a Head Office or Agency.

These Banks all, with one exception, transact business under Canadian Charters, and their Stockholders are liable in double the amount of their shares. The Bank of British North America holds a Royal Charter, the Head Office being in London, but the principal British American Colonial Office being in Montreal.

EXTRACT FROM THE OFFICIAL STATEMENT OF BANKS

Acting under Charter, for the month of September, 1856. From the Auditor General's Department.

Name of Bank.	Capital.	
	Capital authorized by Act.	Capital paid up.
City Bank of Montreal, Principal Office........	$1,200,000	$1,047,144
Bank of Montreal, Principal Office.............	6,000,000	5,273,520
Commercial Bank of Canada, Agency.............	4,000,000	2,976,940
Bank of Upper Canada, Agency..................	4,000,000	2,698,470
Banque du Peuple, Principal Office............	800,000	795,590
Molson's Bank, Principal Office...............	1,000,000	324,680
Bank of British North America.................	5,000,000	5,000,000

SAVINGS BANKS.

The City and District Savings Bank transacts an extensive business. The Bank of Montreal has lately incorporated with its business a Savings Bank, which was formerly a private Institution.

THE POPULATION.

The population of the City is steadily increasing, and it is believed that at no former period was its trade and general business on a more healthy footing. The building of dwelling-houses and warehouses is going on with great energy, and to a very large extent. Within the year, ending 31st October, 1856, there were 543 dwelling-houses, warehouses, and shops of substantial character, being all brick or stone, erected or in course of erection ; exclusively of stables, sheds and out-buildings. In a single short street, it may be mentioned, that the increase to the revenue of the City, from the erection of new warehouses this year, is £250. Of the present position of the City in its various interests, some general idea may be formed from the following reliable figures :—

In 1800 the population was 9,000
" 1816 " " 16,000
" 1825 " " 22,000
" 1831 " " 27,297
" 1851 " " 57,715
" 1856 " " 75,000, at a very moderate estimate.

THE REVENUE OF THE CITY,

From the Assessments imposed on Real Estate, was, for the year 1850, £15,220 0 0
" " " " " 1855, £26,740 0 0
" " " " " 1856, £28,761 0 0
The aggregate value of the Real Estate of the City for 1856 was £6,391,333 6 8
The Total Revenue of the City, from all sources, in 1856, exclusive of Water Works, was £60,758 0 0
The Revenue of Water Works was .. .. £10,500 0 0 = £71,258 0 0

The cost of the principal Market House, the Bonsecours, a stately building, was £71,825, but it yields 6 per cent. per annum upon its cost.

The City is well lighted with Gas, and with a proper foresight, the Corporation, wit a due regard to the requirements of its growing population, has constructed most extensive new Water Works, in addition to those formerly in use.

These Works are, at this period, to be inaugurated, and the ensuing sketch of their magnitude and general features is therefore here submitted :—

THE MONTREAL WATER WORKS.

The following account of the rise and progress of the City Water Works is taken from the Report of the Water Committee :—

"The first attempt to supply the City of Montreal with water was made by Messrs. Joseph Frobisher, John Gray, Daniel Sutherland, Thomas Schieffelin and Stephen Sewell, who were incorporated in 1801, under the title of "the Company of Proprietors of the Montreal Water Works," with a capital of £8,000, and power to increase it to £12,000. The water was obtained from Springs on the Mountain, near Sword's, and conveyed in wooden pipes around the Southern slope under Monklands, and two Reservoirs were established, one on the Priest's Farm, at the corner of Guy and Dorchester Streets, the other near the site of the Donegana Hotel. A considerable sum of money was expended, but from the temporary character of the work, and more especially from a deficiency of water in the Mountain Springs, the establishment fell into disrepute, and proved almost a total loss to the Stockholders, who, in 1816, sold out their Charter for £5000, to the late Thomas Porteous, Esq., and others.

"The new Company took up the wooden pipes and replaced them with four inch iron ones, and abandoning the Mountain Springs, established Steam Engines on the site of the present works, and pumped the water into wooden cisterns placed on what was then called Citadel Hill. The wooden cisterns failed and were replaced by the present ones, erected in 1827, which are substantially built and lined with lead, their contents 240,000 gallons—at an elevation of ninety-seven feet above the St. Lawrence. The amount expended by Mr. Porteous was about £40,000. The four inch pipes proved insufficient, and in consequence of the death of Mr. Porteous, by whose enterprise it had been sustained, the undertaking again fell into disrepute in 1830, and after being advertised for two years was purchased by M. J. Hayes, Esq., for £15,000, who formed a third Company in 1832. This Company replaced the principal mains with ten inch pipes, renewed the engines, and added additional ones. In 1843, they had three engines, one of which, capable of rising 40,000 gallons per hour, was used both for pumping and grinding—a grist mill being attached to the works ; the other, capable of rising 53,000 gallons per hour, was used solely for pumping, and the third was employed in drawing lead pipe. Up to the first of February, 1843, the Company had laid down fourteen miles of pipe, had established three taps for the sale of water to carters, and had sixteen fire plugs of their own, in addition to those owned by the Corporation. The amount expended under Mr. Hayes' management was about £10,000.

"In January, 1843, the propriety of the Water Works becoming the property of the Corporation was first mooted in the City Council, and after treating for two years, the City purchased the Company out in the month of April, 1845, for the sum of £50,000.

"In June, 1845, immediately after acquiring the Works, the Corporation decided to extend a *conduit* from the pumps into the river, as far as deep water, in order to

"In July, 1847, a report from the Special Committee on Hydraulics—recommending the offering of a premium for the best plan of pumping the water of the St. Lawrence, by water power from the Lachine Canal, into Reservoirs on the Mountain—was read and adopted, but it does not appear that anything resulted from it.

"In 1849, a Reservoir, at an elevation of one hundred and thirty feet above the St. Lawrence, capable of holding 3,000,000 gallons of water, was constructed at Côte à Baron at a cost of £3,000.

"In December, 1850, it was decided to extend and improve the distribution by laying down pipe to the extent of £10,000. Since the purchase by the City, about 30,000 yards of cast iron and 12,000 yards of lead pipe have been laid, and the number of fire plugs increased to one hundred. The amount expended may be set down at £30,000.

"On 8th May, 1852, the Water Committee resolved to make application to the City Council, at its next meeting, for authority to procure a survey, plan and estimates for bringing water into the City from Lower Lachine, or any other place that might be deemed expedient, and to ask the sum of £250 for this purpose.

"On 29th May, a Special Meeting of the Water Committee was ordered for the first June, to consider the best mode of proceeding in the scheme of getting water from Lower Lachine, and to name an Engineer to make the necessary plans and estimates. On the 5th of June it was resolved to engage Thos. C. Keefer, Esq., as the Engineer, and on the 9th of August, the scale of the proposed plan was determined by authorizing the Engineer to provide for a supply of 5,000,000 gallons daily, with Reservoirs at an elevation of 200 feet above the level of the Harbor. On the 25th of October, Mr. Keefer submitted his report which was approved, and ordered to be printed in French and English."

We now submit a sketch of

THE NEW WATER WORKS.

THE AQUEDUCT

The water is taken from the St. Lawrence, about one and a half miles above the Lachine Rapids, where the elevation of the river-surface is about thirty-seven feet above Montreal harbour. It is conducted for a distance of five miles through an open canal, (forty feet wide on the water-surface, and eight feet deep at the lowest stage of the river,) to the River St. Pierre, at the outskirts of the city. Here its further progress is arrested by the Lachine Canal, as well as by the want, at a nearer point to the city, of a suitable tail-race for the waste water, and also by the sudden depression in the level of the ground.

At the termination of the Aqueduct, a capacious basin is formed in order to give surface area sufficient to prevent the head being suddenly drawn down by the large quantity of water required to start the wheels.

The Aqueduct intercepts three streams, which are carried under it by syphon culverts, and is crossed by twelve bridges, ten of which are proprietors crossings, the remaining two being substantial stone structures of two and three arches respectively, on public roads.

More than half of the Aqueduct is in thorough cutting from 10 to 23 feet in depth, one and a quarter miles of which are through solid rock, seven to fourteen feet thick, the width of the cut being thirty-four feet. At no point is the natural surface below the bottom level; the pressure on any embankment is, therefore, less than ten feet head of water. It is lined with stone throughout its entire length, side slopes, bottom and top banks, for the purpose of keeping the water clear, protecting the banks from its action, and preventing the cut from filling up by the waste of the slopes.

The inclination of the bottom is five inches to the mile, or a fall of about two feet in the whole distance ; the top banks are, however, horizontal, so that the St. Lawrence level may be brought down to the wheels. The depth at the lower end is therefore ten feet at low water, and one foot more in the basin or "settling pond," which at the present level of the river (November 1856) is twelve feet deep.

The Aqueduct is provided with stop gates at four points, and a waste-weir in the terminal basin, with an overfall of forty-four feet in breadth, the sill of which is four feet under top bank. Here the whole flow of the Aqueduct could go by without a rise of water which could overflow the banks.

THE PUMPING MACHINERY.

At the termination of the Aqueduct, two iron water wheels, twenty feet diameter and twenty feet broad are erected, the bottoms of which are placed twenty-two feet above Montreal Harbor, in order to escape the back water caused by the winter rise of the St. Lawrence. These wheels are upon the suspension principle, "high breast" or "pitch back," with ventilated buckets; the power is taken off the periphery, and from the loaded side, by means of an internal segment working into a pinion placed directly under the point where the water is let on to the wheel.

The pinion which is five and a-half feet diameter, drives a three throw crank, working three pumps, the barrels of which are twenty inches bore, with a stroke of four feet. The pumps are "bucket and plunger" ones—the area of the plunger (which is fourteen inches diameter) is one-half that of the pump barrel, and therefore displaces one half the contents on the down stroke, while the bucket draws out the remaining half on the up one, discharging the whole contents at each revolution of the crank through a single outlet to the main. They may therefore be said to be double acting in principle although only single acting in effect. Each pump is fed by an eighteen inch feed pipe under a twenty-four feet head, from the same level that drives the wheels ; the pressure on the seat valve being more than sufficient to overcome its weight. The three pumps are placed vertically and work into an air-chamber seven feet diameter and fifteen feet high, from which the water is expressed in a continuous stream through a branch pipe (containing a reflux valve) into a thirty inch main.

The water is admitted and discharged from the Wheel House through submerged archways, under covered frost proof passages, extending above and below the building.

THE PUMPING MAIN

Is two and three-fourth miles in length, having everywhere at least six feet of covering. For about one hundred feet from the Wheel House it is thirty inches diameter, when it branches into two lines, each twenty-four inches diameter, which are continued under the Grand Trunk Railway, the River St. Pierre, and the Lachine Canal, (which latter is passed by a culvert, at a level twenty feet below the surface,) and shortly after ascends within six feet of the natural surface, where the two mains are connected again, and a single one only is continued to the Reservoir. The double mains are provided with valves by which, if an accident occurs to one, the other can be used,—a precaution required here, not only on account of the deep cuttings, the river, canal and railway crossings ; but because this portion of the main being below all drainage, can only be emptied for repairs by pumping; and, therefore, involves more delay than any other part of the line.

The culvert under the Lachine Canal is two hundred and forty feet long, and twelve feet wide, by five feet high in the clear. Being of wood, it is kept filled with water for preservation, but can be emptied in a few hours, when the whole or any part of the mains can be removed, replaced, or enlarged, without interfering with the navigation.

After crossing the Lachine Canal, the pumping main rises six feet, and then continues level, under the Upper Lachine Road, and the Lachine Railway to Côte St. Antoine, which it ascends by the ravine outside the Dorchester Street Toll Gate, after passing which, the intermediate summit (one hundred and twenty feet above the harbor) is attained. Here are an air escape and a reflux valve, to prevent the return of water in case a pipe should burst below the hill, and to avoid the "water hammer" there, where the pressure is one hundred and eighty-nine, and one hundred and eighty-three feet head. From the intermediate summit the main follows the line of St. Catherine Street, descending thirty feet to McGill College Avenue, where the Reservoir branch is taken off,—the main continuing on to the distributing pipes. While the pumps are working they supply the town—under the constant pressure of the Reservoirs. If the city is drawing more per hour than is pumped, the Reservoirs supply the deficiency without sensible loss of head ; if less, the surplus goes to the Reservoirs. When the wheels are standing the water returns from the Reservoirs by the same pipe through which it ascended, and supplies the city.

THE RESERVOIRS

Are excavated out of the solid rock, and have a water surface of about ninety thousand square feet, two hundred and five feet above Montreal Harbor, with a depth of twenty-five feet. The limestone rock is traversed by trap veins, and the stratification being destroyed or cemented by igneous action, the rock is naturally water tight. The extreme length is six hundred and twenty-three feet, with a breadth of one hundred and seventy-three feet, formed into two Reservoirs by a division wall upon the minor axis. The rock mountain side slopes toward the city about one in ten ; the water is therefore retained by a masonry wall, along the front, twenty-eight feet high, and by the natural rock in rear. The pumping main terminates in a well opposite the division wall, which is in communication with each Reservoir by a culvert, provided with a sluice gate, by which the Reservoirs can be emptied within two feet of the bottom, the remaining water being withdrawn when required by drainage pipes. There is an overflow at the top of the wall, by which, when the Reservoirs are filled, the surplus of the mains is discharged into a drain leading to the creek on the College grounds.

The two Reservoirs contain about fifteen millions of gallons—from ten to twelve days supply at the present season of the year. They can be filled by the two wheels in seventy-five hours pumping, the wheels also providing the consumption of the city during that period. One wheel working twelve hours per diem supplies the present demand, giving about double the quantity furnished by the old works.

The New Water Works were commenced in June, 1853 ; the first water was pumped into the Reservoirs September 11th, 1856, but they were not filled until October. Since they were filled, the wheels have stood twelve days without exhausting the Reservoirs. It is expected, however, that the consumption will increase so as to reduce the capacity of the Reservoirs to a week's storage.

The total expenditure upon the New Water Works, to 31st October, 1856, is £285,000 of which £33,000 is for land purchases, £30,500 for interest and discount, and about £10,000 for distributing pipes, making the cost of the works of the Aqueduct, Machinery, Pumping Main, and Reservoirs, about £212,000.

The City, as we have stated, is well lighted. The following is a sketch of

THE GAS WORKS.

The New City Gas Company of Montreal :—

Was incorporated in July, 1847.
Its Capital is 00.

The yards of Pipe laid amount to 57,120, or 34 miles.
The number of Street Lamps erected is 455.
The Coal used in manufacture of Gas last year (1855) was 4084 tons.
And the quantity of Gas manufactured was (1855) 28,292,000 cubic feet.
The Price charged the Corporation for street lamps per annum is £6.
The Price charged for Gas per 1000 cubic feet is 17s. 6d.
The Consumers have increased 75 per cent. in the last three years.
The number of Hands employed in the work is 50.

TRADE AND COMMERCE.

From a very early stage of improvement in the art of navigation, it must have become evident that water carriage was that which presented the cheapest and most easy mode of transporting merchandise from place to place. If goods were in some cases carried in caravans upon the backs of animals, it was either because they were of great value in proportion to bulk, and therefore because the charges of conveyance added little to their cost at the market where they were sold ; or else, because water routes were wholly unknown, or extraordinarily circuitous. We need give no examples in proof of that which, during many centuries down to our own days, was considered less as an axiom to be stated than a self-evident truth. Accordingly, with some exceptions such as occur to all rules, we find that great cities have always arisen either upon convenient ports of the sea, or upon large navigable rivers and inland waters. The manufacturing city is a modern form of the aggregation of men ; but inasmuch as a manufacture can rarely be perfected with a single material, it is essential even for the establishment of a manufacture in a locality, where the chief material is found in great abundance, that there should be easy and cheap means of bringing to the same spot the secondary materials. Besides, when the manufacture is completed, if the article be heavy or bulky, facilities are required for its distribution to the consumer.

If these rules are universally true, they must have been especially felt by the settlers in a new world, where there were but two means of traveling from place to place, the feet of the pedestrian, or the canoe of the voyageur. "Hence the vast importance, which, in the early history of this continent, was imputed to the possession of the St Lawrence and Hudson, the two rivers by which access was obtained from the sea to the great fresh water lakes, and thence, by overcoming a few portages, to every part of the vast American wilderness east of the Rocky Mountains, from Hudson Bay to the Gulf of Mexico."

The French, during a long occupation, held the possession of the most direc outlet; and the warlike and often repeated struggles which took place about Lake George, and again in the Mohawk country, show how intently they desired to exclude their rivals from the inferior route of partial navigation between the seaboard and the lakes, and how vigorously these rivals strove to make their way in that direction.

No wonder that the spot on which Montreal now stands was early chosen for the foundation of a commercial town. It is true that the commerce of Canada in its first days was not such as to employ many hands in the intellectual or manual operations which we now see going on around us. Peltry was, for a long period, the only traffic to which importance was attached. In collecting the skins, which made the object of that trade, many men, red or white, must have been employed. But the cargo of a few canoes, rich though they were in value, required little labour for their transfer to the hold of the European merchantman, and the market was managed by a very few agents of the great houses in France. Still, such as the trade was, Montreal presented a most a orable site for carrying it on. On one side of the island were to be found the lowest f the rapids on the Ottawa, and other the lowest rapids of the St. Lawrence. The painful inland navigation, in some places wholly interrupted by portages, and in others [illegible] capable of being conducted only with the most toilsome labour, ended at this island. On the other hand, vessels arriving from the eastern side of the Atlantic could reach this point, but could ascend no higher. Never was place for shipment and transhipment more plainly indicated by natural laws. From hence, more or less navigable water-courses spread out like a fan over hundreds of thousands of miles in the interior, and permitted the canoe of the Indian trader to penetrate in all directions, while, on the other hand, a broad and safe river led to the great ocean, whose farther waves washed the walls of all the seats of established civilization.

When the vagabond labours of the *voyageur* and native hunter gave way before the more steady toil of the agricultural settler, the advantages which had first prompted the selection of the Island of Montreal as the site of a City were by no means diminished. The articles of export had become changed, and needed no longer to be searched out in widely extended journies ; but the timber, and ashes and breadstuffs, which began to take the place of skins in the exchange with Europe, could reach the entrepot only by water, and could be sent only thence by the same means. Farms, if they were to send their produce abroad, must be situated on or immediately in the neighbourhood of navigable waters. The St. Lawrence and its tributaries, even while Niagara still closed the passage westward, bathed more wheat growing and more timber producing lands, than any other river in America except the Mississippi. Hence there was high promise that the most convenient port for the meeting of inland with sea-going vessels must continue to be a point of great commercial importance for all the northern part of North America.

The St. Lawrence, however, with all its acknowledged capacity, was not without its drawbacks. Foremost was the long winter which sealed its waters during six months of the year ; and next may be classed the dangers of a navigation of seven hundred miles between Belle Isle and Quebec. There were other circumstances which threatened that commercial prosperity which once appeared to be the undoubted appanage of the most convenient port of this large river,—using the term "most convenient" in reference to breadstuffs, the chief produce of the west, and to manufactured goods, the chief article in demand by the West. The principal of these was the discovery that the most fertile lands lay beyond the barrier formed by Niagara. Hence the population which would otherwise, in the natural order, have filled up the nearest land first, was tempted to the shores of Lake Erie, and the country lying between that lake and the head waters of the Mississippi. It has been in this region that the great emigrant population has chiefly established itself, leaving the less fruitful shores of the St. Lawrence and Lake Ontario comparatively bare of inhabitants.

But for the Falls of Niagara, it is probable that all the inhabitants westward of that great break in the navigation would have transacted their business by the St. Lawrence. Niagara cut them off from the Ocean ; and they were compelled to seek a new exit. Hence the construction of the Erie Canal, which by the subsequent addition of a branch to Oswego, has even encroached upon the natural rights of the waters of the St. Lawrence. The Erie Canal not only gave the western population an outlet, but it gave them an outlet not beset by the difficulties which are every winter renewed in the St. Lawrence ; for though produce can reach the seaport from the West *viâ* this river, as late as it can reach New York *viâ* the Erie Canal, yet once arrived at the point of shipment by sea, it was liable to be detained by ice in the St. Lawrence, while it was free to depart at New York.

The enterprise of the people of Canada would not, however, submit tamely to the destruction of their own channel of trade. They sought to rival the Erie Canal, by the construction of the Welland Canal upon so large a scale as to render available the *general* advantages of the St. Lawrence navigation, throughout all the regions watered by the lakes, which form the head waters of that river. In this struggle they had, on their side, the superiority which large vessels always have in rivalry with small ones. By the construction of the Welland Canal and the canals on the St. Lawrence, the Canadians secured throughout their waters a passage for ships, instead of for barges only. Against them they still had the long winter; the dangerous, while unlighted, navigation below Quebec ; and last, but perhaps more important than all the rest, the never ceasing demand for an amount of tonnage outward, largely in excess of that which could be required inward. The chief articles of produce which could be expected to pass the canals were wheat and flour. But the wheat and flour, arrived at a St. Lawrence sea-port must compete for Ocean shipping with lumber, whose demands were far more imperative. It is plain that under these circumstances the freight of bread-stuffs could never be permanently much lower than the equivalent freight which exporters of timber could afford to pay, and exporters of timber have always had to pay rates that would cover the voyages out and home. This is not the normal and usual condition of the trade at Atlantic sea-ports, and hence another reason why they have attracted more of the export of breadstuffs than it would seem from geographical considerations merely, should have fallen to their share. It is to be remarked that for a considerable period prior to the change in the British Corn Laws, legislative enactments, the precise details of which were altered more than once, but which always tended in the same direction, afforded a protection to the colonial exportation, which greatly favored its progress ; but since the repeal of the Corn Laws this has been of course withdrawn, and there is now no artificial stimulant.

In spite of all these drawbacks, the victory, even if we had still to do only with the ancient modes of propelling ships, must be considered as doubtful. The dwellers on the Lakes and the St. Lawrence are, perhaps, only beginning thoroughly to understand all that they gain by improvements which must be still called recent ; and the latest developments seem to show that by making use of all ameliorations in the art of navigation, we should still snatch our share of the traffic from our rivals. Perhaps it would be more correct to say that the whole traffic promises to be so immense, that all routes may expect to have full occupation without those interested in the one envying those concerned in the other. It appears, indeed, that in the cycle of harvests there will be years when the demand for breadstuffs by Europe will almost cease, and in such seasons the export by sea from the St. Lawrence will probably fail, as, except for some of the fisheries in the Gulph, the St. Lawrence does not offer the same facilities as Atlantic ports for shipment to other than European consumers.

In imports there has been a steady progress, in the trade of the river keeping pace with the growth of wealth and population in the country. It is true, however, that Montreal, which once had the entire population of Western Canada for customers, has that monopoly no longer. This is partly owing to the repeal of the differential duties, which formerly gave a small but probably an overrated advantage to the Montreal importer. It is almost impossible, however, to overrate the relative gain of his rivals on the seaboard, from another cause—we mean the extension of the system of Railways. The true protection enjoyed by the St. Lawrence import trade, say as lately as twelve years ago, was not only the 5 per cent. additional duty levied on merchandise entering the Province through the United States, but also the far more efficient check to the trader from the South, found in the immense tract of land, or of inferior water carriage, by which he had to pass from the seaboard to reach the lake. In imports, too, the peculiarity of position arising from the immense shipments of lumber at Quebec was inoperative as against the Canadian merchant, or rather it was favorable to him in certain coarse, cheap, and heavy goods; for some classes of freights to the St. Lawrence were lowered by the fact of large fleets being bound thither twice in the twelve-month, of which the majority would always be in ballast. The rivalry of the Atlantic ports of the Union was, however, most unfairly encouraged in the import trade by the subsidy bestowed upon the Cunard steamers. These vessels, though running to foreign ports, nevertheless received from the British Government aids which enabled them to fix their rates of freight so low as to exclude fair competition in certain classes of goods by vessels coming to Canada, to say nothing of the fact, that these aids caused the establishment of steamers to Boston and New York, while Canada could pretend to nothing but sailing vessels.

The invention of Railroads, however, introduced a new element into the question of routes, and the creation of a system of iron highways between the seaboard and the lakes opened fresh commercial prospects, in some respects not very flattering to the hopes of the merchantile and shipping interests of Canada. Not only did these Railways tend to equalize the cost of conveyance by land with that of conveyance by water, but by opening practicable channels for merchandise, at a period when the Erie Canal and the St. Lawrence were alike frozen, they enabled the inhabitants even of Western Canada to receive spring dry goods just at that period when they were most in demand. Obstructed as the navigation was by ice till late in May, spring fashions arriving by the river could hardly be opened west of Montreal much before June, and some longer time was of course required before they could be distributed in the interior. The American Government, to secure all the benefits promised by this change, established a system of bonding, which relieving goods passing that way to Canada from all charges not absolutely necessary to protect the revenue of the United States, raised the facilities by that route to the highest possible pitch. These circumstances, joined, perhaps, to the stimulus of novelty, for a short time turned a large portion of the Western Canadian buyers from Montreal to New York, and it was by some believed that the import trade of the St. Lawrence must be annihilated. The panic, however, was short, and it has been followed by a strong conviction that this great river must have maintained its supremacy in general trade, even without the improvements to be shortly noticed.

This conviction has prompted renewed exertions on the part of the merchants of Montreal, and these few years, we have had cargoes from Holland, France, Spain, the Mediterranean and China; and the East Indian branch of our commerce is likely to be pushed with a great deal of vigour. All these trades were, till lately, entirely unknown. The West Indian and Lower Provinces trade too has greatly revived. When Montreal is spoken of here, it is not that she is to have a monopoly of any of these branches. The Upper Canadian importers will no doubt share in these as they have done in the old established lines of trades.

Before describing these improvements, let us look for a moment at the position of affairs at the close of the year 1855. During the nine years which had elapsed immediately before, every thing that could depress the trade of the St. Lawrence, and augment that of its rivals, had been done,—1, the corn laws had been repealed by the British Government, and the protection afforded to the Canadian Exports in breadstuffs had been abolished,—2, the incidental protection on the import trade of the St. Lawrence arising from the differential duties levied on goods coming from the United States, and which was imposed for the protection of British Commerce was repealed ;—3, The American bonding system had been perfected ;—and 4, The American lines of Railway had been pushed, from the seaside to all parts of the Canadian frontier.

Against these many injurious influences, the St. Lawrence trade had gained only in two directions. The last stroke had been put to canals, so as to secure a draft of water in every part of the navigation between the head of the Lakes and Montreal of ten feet at the lowest. And the shoals of Lake St. Peter had been successfully dredged, so as to obtain sixteen feet of water, summer level. Nevertheless, it will be seen from the following figures, that though the import trade fell off relatively, that is to say, ceased to be wholly transacted in one direction, it increased positively, the demands of the country being so augmented, that the business of supplying them partially had become greater than that of supplying them wholly, had formerly been :—

IMPORTS TO THE PORT OF MONTREAL.

Years 1845..................	£2,614,911
" 1846..................	2,303,908
" 1855..................	3,093,145
" *1856...(estimate)....	3,993,145

The export trade generally has received a great impetus during the past year owing in part no doubt to the establishment of the Ocean Steam line. The exports from Montreal for the first three quarters of last year, were but £333,610 ; this year they have risen to £716,475, or more than double.

This is, perhaps, the proper place also to note one other circumstance in the business of Montreal, which, though not bearing directly on either her import or export trade, is yet likely to exercise a powerful influence on her future prosperity. The City, having its foundation and whole principle of life in commerce, the Lachine Canal was constructed to aid that commerce. But it has happened, in this instance, as in many others, that the perfecting of one purpose has given birth to new projects, and the head of water on this canal has been rendered available for the creation of water powers which have been applied successfully to the movement of extensive machinery over a large extent of ground. Thus a step intended to promote the business of exportation and importation, has led to the establishment of a considerable manufacturing interest, which is likely rapidly to increase. As a chapter will be specially devoted to that subject, it is unnecessary to do more here than to mention that the origin of large manufactures in Montreal is to be found in the attempt to satisfy the wants of trade.

We come now to the improvements which have taken place since the commencement of the present year. In the first place, we rank the establishment of the Canadian steamships which, by the regularity and shortness of their trips, have incontestibly established that the most speedy route between Europe and the largest part of North America, embracing all New England, the State of New York, part of Pennsylvania, and most of the Western States, and the valley of the Mississippi, is through the River St. Lawrence at all seasons of the year when its waters are navigable. Two instances may be mentioned in proof of this statement. It is understood that cotton has been already conveyed from the uplands of Tenessee *viâ* the St. Lawrence to New York, and passengers from Liverpool to New Orleans have selected the St. Lawrence as the shortest route to the place of their destination. It is obvious that the shortest route must have vast advantages for all kinds of conveyance, and that for many descriptions of trade, as well in goods as in passengers, no other consideration can weigh against speed. The success of these experiments brings us back to our first statement of the superiority of water carriage over all others, and enables us confidently to lay down the proposition that steam has restored to the St. Lawrence, during the summer months, all that supremacy which the establishment of the Railway system in the United States seemed to have taken away. The very circumstances which have hitherto prolonged voyages of sailing vessels and heightened the insurance upon them, will, for the future, shorten the voyages of and reduce the insurance upon steamships. The sailing vessel requires plenty of sea-room, in order that she may continue to stand upon that tack on which she gains most until favored by another slant of wind. In a river she must stand almost as long on her losing tack as on

---

* Bosworth's "*Hochelaga Depicta.*"

* This estimate is made thus. The returns are already made up from the beginning of the year to the 5th October, 1856. This shows a total of imports of £3,576,550 against £2,612,573 in the corresponding period of 1855—an increase of £963,977. The month of October in 1856 is known to have been again largely in excess of that in 1855. If therefore in the remaining two months of the year there should be some slight falling off, which is not probable, there can be no doubt that the estimate of £900,000 increase for the whole year will be greatly within the true line.

Houses, &c.,

TO LET OR FOR SALE.

HOUSE TO LET.

A SNUG HOUSE, suitable for a small family, No. 31½ St. Constant Street. Rent $10 per month. Address Proprietor, 29 St. Constant Street, or JOSEPH LEVY, Esq., Richelieu Company's Office.

Oct. 30. 259

TO LET,

AT ST. LAMBERT, opposite the City, TWO STONE HOUSES, at present occupied as an Hotel by Mr. Peter Morris, with convenient Outbuildings, and a FARM of about one hundred Acres of land. Apply to JOSEPH TIFFIN.

Oct. 28. 257

SUPERIOR BUSINESS STAND AND DWELLING HOUSE TO LET.

THE UPPER PART of the new building of HARRISON STEPHENS, Esq., (opposite Recollet Church), over the Hardware Store of Mr. Warren, is to let. In addition to excellent business accommodation, the Third Story is arranged and now occupied as a Dwelling House, and there is a separate entrance from William Street. Possession immediately.

For particulars apply to JOHN LEEMING.

Oct. 24. 254

TO LET,

From the 1st of January next, THE STORE, with DWELLING above, now occupied by the Subscribers.

CHILDS & SCHOLES,
179 Notre Dame Street.

Sept. 30. 233

RARE CHANCE.

TO LET,

THE HOUSE, No. 13 Hanover Street, Beaver Hall. On the premises is a fine Spring of Water. There is Gas and Water introduced, and the House is in excellent repair, newly papered and painted throughout. Possession immediately. Apply on the premises.

Oct. 14. 245

FOR SALE, AT BEAVER HALL,

BELMOND HOUSE, two stories high, divided into two tenements, with extensive grounds; situated between Belmond and Lagauchetiere Streets, near St. Andrew's Church.

Apply at No. 19½ St. Paul Street, to LAMOTHE & FRERE.

Sept. 25. 229

TO LET—WEST END CORNER.

TO LET, West End, TWO FIRST-CLASS SHOPS, corner of McGill & Notre Dame Streets. Possession immediately.

Apply to LAMOTHE & FRERE,
194 St. Paul Street.

Sept. 25. 229

TO LET,

From the first of October, THOSE TWO FIRST-CLASS BRICK DWELLINGS situate on St. Antoine Street, above Richmond Square, one of the most desirable localities about the city—fifteen minutes walk from the business part of the city.

Apply to OWEN McGARVEY,
244 Notre Dame Street.

Sept. 20. 225

WANTED,

TILL the 1st of May next, a SMALL HOUSE or COTTAGE, Furnished. Apply at this office.

Sept. 16. 221

REQUIRED for the Winter months, a FURNISHED HOUSE in the West end of the town.

Apply to the undersigned.
G. H. RYLAND,
Registry Office,
Old Government House, Montreal

Sept. 13. 219

TO LET,

Possession given on first day of May next, THAT THREE STORY STONE HOUSE on Great St. James Street, at present occupied by Thos. C. Keefer, Esquire. Parties desirous of [illegible] into Bank or Insurance Offices, or [illegible] be treated with, and a long lease [illegible]

Apply to J. S. McCORD.

August 12. 191

WILLOW PLACE.

TO LET—TWO HOUSES in the above Place, 102 and 104 Dorchester Street, West, beautifully and delightfully situated, with every convenience; [illegible] houses, filled, &c. &c.

June 13. 140

TO LET,

ONE of the DWELLINGS and OUT-HOUSES of a Double Cottage, at Cote a Barron, at the rate of £30 a year until the 1st May next.

W. A. BOVEY.

July 2. 156

TO LET,

FOR one year or more, the SHOP and DWELLING now occupied by Mrs. D. MILLET.

Also—THE ADJOINING SHOP.

Enquire of the undersigned.

MRS. D. MILLET.

April 10. 85

TO LET,

THAT Commodious Two-Story Stone HOUSE, No. 129 Craig Street, at present occupied by Dr. Barnston. Apply on the premises.

April 2. 78

TO LET,

A FIRST CLASS STORE in Wilson's Block, St. Paul Street, No. 163.

Enquire of MR. THOS. COUILLARD,
167 St. Paul Street.

Feb. 11. 35

DOUBLE OFFICE TO LET,

IN St. Nicholas Street, first door from St. Sacrament Street, on the left. Enquire at 21 St. Sacrament Street.

May 29. 127

OFFICES, DWELLING & STORAGE to Let, on Great St. James Street.

Apply to RODDEN & MEILLEUR,
No. 71 Great St. James Street.

May 20. 119

TO LET,

THE STORE, No. 233 St. Paul Street, opposite the Custom House. Apply on the Premises.

Jan. 30. 25

TO LET,

THOSE extensive PREMISES formerly used by Messrs. Kinmond Brothers as a Locomotive Engine Manufacturing and Finishing Shop, situated in the enclosure of the Montreal and New York Railroad Company, Bonaventure Street.

The above are admirably situated, (having a Railroad Track laid in their centre), and possess many superior advantages for any branch of manufacture or warehousing purposes, &c.

Possession given on the first day of May next. Rent or Lease on favorable terms.

For further particulars inquire at the Office of the Company, Bonaventure Street.

By order of the Board,
THOMAS R. JOHNSON,
Secretary

Office M. & N. Y. R. R. Co.,
Montreal, Feb. 1, 1856. 27

Valuable Building Lots

FOR SALE in separate Lots, or Two Blocks of six Lots each, fronting on Anne, St. Gabriel and Catherine Streets, St. Ann's Ward. Terms liberal.

Apply at No. 91 William Street.

Dec. 8. 291

FOR SALE,

AN EXCELLENT FARM, distance only five [illegible] from the City of Montreal, with a GOOD DWELLING HOUSE, and Out-house accommodation.

—ALSO,—

A COMFORTABLE COTTAGE, with about [illegible] arpents of ground attached.

The above properties are situate between Montreal and Lachine (upper road), and will be sold on [illegible] terms.

Apply post-paid to
JAS. SMITH, Notary,
St. Francois Xavier Street.

Aug. 30, 1856. 207

ROCHRIE,

CONFECTIONER,

HAS REMOVED to 130 Notre Dame Street, nearly opposite the New Court House, feeling grateful for past favors, and to meet the wishes of some and the convenience of many, would solicit a continuance of their patronage—having accommodation for select parties, for BREAKFAST, DINNER or SUPPER. A Room kept exclusively for Ladies. LUNCHEON and other REFRESHMENTS during the day.

May 15. 6m 115

MISSING—[W] M §341—ONE CASE, Said to be landed ex "Pride of Canada." Any information regarding it will oblige

A. WALKER,
Custom House Square.

Sept. 25. 229

W. J. HOWELL'S RAINBOW HOTEL,

31 and 33 Beekman Street,

ON THE

EUROPEAN STYLE.

THIS new Hotel, built by James Conner, Esq., expressly for W. J. H., formerly proprietor of the well known Rainbow Coffee House, has accomodations second to none in point of comfort, for families or single gentlemen, at rates for single rooms of $2 and $3 per week.

Gentlemen wishing to locate themselves or families for the winter, will find a home at this establishment. A ladies dining room is opened for the accommodation of such as visit New York for business or pleasure. The tables will be supplied with the best the markets afford, and prompt and polite attention will be paid to all who frequent the "Rainbow."

July 8 161

The Donegana Hotel

MONTREAL.

MADAME ST. JULIEN begs leave to inform the Public of Montreal and Visitors to the City, that she has made arrangements with Mr. J. H. DALEY, so well and favorably known for the last twenty years as a manager of first-class Hotels: formerly of Daley's Hotel, Kingston; Daley's (late Rasco's) Hotel, Montreal; and of the Donegana Hotel, to resume the management of the above Establishment.

Montreal, July 18, 1856. 171

FOR SALE, CHEAP.

THAT VALUABLE LOT, 55x120, fronting the corner of St. Catherine and Mansfield Streets. Apply to

DUNCAN ROBERTSON,
Broker.

May 30. 128

EUROPEAN EXPRESS

THE BRITISH AND AMERICAN EXPRESS COMPANY

Forward Parcels and Freights

BY EVERY

STEAMER FOR LIVERPOOL,

TO ALL PARTS OF EUROPE.

J. W. HOWES, Supt.

Office—No. 3 Place d'Armes, Montreal.

August 12. 3m 191

CHEAP STORAGE.

THE Subscriber has good Storage for Crate CROCKERY, SUGARS, or other heavy goods, until 1st October next.

Also—Storage on Canal, at No. 1 Mill Street, which will save cartage.

JOHN M. GILBERT,
21 St. Sacrament Street.

May 29. 127

FOR SALE,

ARBROATH NAVY CANVAS.

20 BALES BEST BOILED, Nos. 1 to 6
10 do Fall Bleached, Nos. 1 to 6

Just received by the Subscribers from the manufacturers, Messrs. Corsar Bros., Arbroath.

CLARK, WINKS & CO.

Oct. 6. 238

MUIR, EWAN & CO.

WHOLESALE

AND

RETAIL

CLOTHIERS,

NO. 75 McGILL STREET,

MONTREAL.

Sept. 30. 233

EUROPEAN BATHS

AND

Hair Dressing Saloon.

THE undersigned begs to inform the Public that he has just OPENED his BATHS, at

No. 30 Great St. James' Street,

(Next door to Tattersalls.)

These Baths have been fitted up in the most modern style, and every attention will be paid visitors who will honor Mr. MORETTI with a call.

The HAIR DRESSING SALOON is also attached to the BATHS.

P. MORETTI.

July 14. 166

ORGANS!

THE Subscriber having recently enlarged and fitted up his extensive establishment, is now prepared to build to order CHURCH ORGANS of any dimensions. Having introduced many improvements highly approved of by the profession, he feels confident that his instruments will bear a favorable comparison with those of any other maker. Amongst his improvements is the

PATENT OCTAVE COUPLE,

which doubles all the notes throughout the instrument; and the TUBA, now for the first time introduced into CHURCH ORGANS; it is a powerful Sub-Bass Stop, introducing great volume of tone to the instrument.

ALSO,

Church Harmoniums, with 9 and 11 registers Parlor Organs, Melodeons and Pianos, constantly on hand

2 Second-hand Organs for sale, Low for cash.

SAMUEL R. WARREN,
Nos. 18 & 20 St. Joseph Street,
Corner of St. Henry Street.

June 6. 1y rfC 134

NEW MUSIC.

Published this day by the Subscriber:

THE JUBILEE

OR

RAILWAY CELEBRATION POLKA,

Respectfully dedicated to the Directors and Managers of the Canadian Grand Trunk Railway Company of Canada.

HENRY PRINCE,
London Music Warehouse.

Nov. 4. 263

JUST RECEIVED,

THE THIRD EDITION OF

"Les Bords du St. Laurent,"

(The Borders of the St. Lawrence,)

A BEAUTIFUL SETT OF WALTZES,

By Patrick O'Leary.

ALSO, A FRESH SUPPLY OF

D'ALBERT'S MUCH ADMIRED

CIRCASSIAN POLKA,

AND

MAMELUKE GALLOP.

J. W. HERBERT & CO.,
Golden Lyre,
131 & 133 Notre Dame Street.

N. B.—J. W. H. & Co. have constantly on hand a large assortment of AMERICAN and their own manufacture PIANOFORTES.

Oct. 27. 256

CLOTHING FOR THE MILLION

WHOLESALE ONLY.

FOR SALE—A large and complete assortment of SPRING and SUMMER CLOTHING.

Customers or buyers sending orders may rely upon every justice being done them, and goods charged if possible less than if they were on the spot.

Two bales SUPERFINE NEW SCOTCH TWEEDS, ex Steamer "Canadian."

Fifty hhds Pure Double-Berried DEKUYPER'S GIN.

WALTER MACFARLAN.

March 13. 62

SNUFF AND TOBACCO.

PETER LORILLARD,

MANUFACTURER,

No. 42 Chatham Street, New York,

Successor of Peter and George Lorillard, offers for sale all kinds of SNUFF and TOBACCOS in general use. For particulars, a PRICE CURRENT can be obtained by addressing as above. This Establishment is one of the oldest of the kind in the United States.

May 14. 1y 114

AGRICULTURAL IMPLEMENTS.

THE Subscriber is now receiving a very complete assortment of FARMERS' IMPLEMENTS:

CORN SHELLERS, CHURNS,
CORN MILLS, HAY CUTTERS,
FAN MILLS, CULTIVATORS,
GARDEN RAKES, SPADES,
CORN PLANTERS, SHOVELS,

And a vast assortment of English, German and American

HARDWARE,

which will be sold LOW FOR CASH.

THOMAS COUILLARD,
167 St. Paul Street

Montreal, May 28 126

GLENFIELD PATENT STARCH,

USED IN THE ROYAL LAUNDRY.

THE LADIES are respectfully solicited to make a trial of the GLENFIELD PATENT STARCH, which, for domestic use, now stands unrivalled.

See Testimonials from the Laundress to Her Majesty, the Lady Mayoress of London, the lady of Wm. Chambers, Esq., of Glenormiston, one of the Publishers of "Chambers' Edinburgh Journal"; the Laundresses of the Marchioness of Breadalbane, Countess of Dartmouth, &c. &c.

☞ Sold by nearly all respectable Wholesale Houses and Retail Shopkeepers in Canada.

August 18.

Insurance.

THE LIVERPOOL AND LONDON

FIRE AND LIFE INSURANCE COMPANY.

Capital £2,000,000 Sterling.

Established in 1836—Empowered by Special Acts of Parliament.

OFFICES:

37 Castle Street, Liverpool; 20 and 21 Poultry, London; 61 King Street, Manchester; 56 Wall Street, New York; Place d'Armes, Montreal; Wynyard Square, Sydney; and Elizabeth Street South, Melbourne

TRUSTEES:

Sir Thomas Bernard Birch, Bart.,
Adam Hodgson, Esq.,
Samuel Henry Thompson, Esq.

DIRECTORS IN LIVERPOOL.

Thomas Brocklebank, Esq., Chairman.
J. C. Ewart, Esq., M.P.; F. Haywood, Esquire, Deputy Chairman.
Secretary—SWINTON BOULT, Esquire.
And seventeen other Directors.

DIRECTORS IN LONDON:

Matthew Forster, Esquire, Chairman.
Geo. Frederick Young, Esq., Deputy Chairman.
And nine others.

CANADA BRANCH.

Office............ .....PLACE D'ARMES.

DIRECTORS IN MONTREAL.

T. B. Anderson, Esq., Chairman.
Alex. Simpson, Esq., Deputy Chairman.
Henry Chapman, Esq. | Henry Starnes Esq.
James Mitchell, Esq. | Robert S. Tylee, Esq.
J. H. Maitland, Esq., Resident Secretary.

CONSTITUTION.

Liability of the entire body of Shareholders unlimited. All Directors must be Proprietors in the Company. The Capital is £2,000,000, divided into 100,000 Shares of £20 each, 85,429 of which are in the hands of the Proprietors, at £2 per Share.

1854.	ACCUMULATED FUNDS.	1855.
£163,970	Reserved Surplus	£169,150
55,924	Profit & Loss, or Reinsurance	83,360
264,128	Life Department Reserve	293,557
£483,002	Totals	£546,067
	FIRE DEPARTMENT.	
£146,096	Premiums received	£186,271
	LIFE DEPARTMENT.	
472	Policies Issued	577
£349,301	Insuring	£370,772
10,267	Producing in Premiums	11,132
57,979	Total Premiums	63,909
13,713	Received for Annuities	12,758
10,763	Paid Annuitants	11,396

SWINTON BOULT,
Secretary to the Company.

All applications for FIRE INSURANCE to be made at the Canada Branch Office, Place d'Armes, Montreal.

J. H. MAITLAND,
Resident Secretary.

May 21. 120

"BEACON" Fire and Life Insurance Company

OF LONDON.

CANADA BOARD.

MONTREAL:

William Molson, Esq. | Thomas Evans, Esq.
Damase Masson, Esq.

STANDING COUNSEL:

Messrs. Abbott and Baker.

THIS COMPANY INSURES all descriptions of BUILDINGS, MANUFACTORIES and MILLS, &c., and GOODS or FURNITURE in the same, against loss or damage by fire, on liberal terms.

All descriptions of LIFE RISKS taken at as low rates as are consistent with security to the assured.

Losses promptly settled without reference to England.

RAE & MITCHELL,
Agents for Canada East,
Union Buildings, Montreal.

Montreal, Nov. 2, 1855. 1y mwf 260

MARINE INSURANCE.

"SUN" Mutual Marine Insurance Co.
"MERCANTILE" Mutual Marine In. Co
"COMMERCIAL" Mutual Marine In Co.
"ASTOR" Mutual Marine Insurance Co
"GREAT WESTERN" Marine Ins. Co.
} Of New York

Applications can be made through the undersigned for Insurance by open Policy or otherwise, in the above Companies;

—AND,—

For Special Risks in the "ATLANTIC" MUTUAL MARINE INSURANCE COMPANY.

—ALSO,—

On Cargo, inland, and Hulls of Schooners navigating the Lakes and the St. Lawrence, in the MUTUAL MARINE INSURANCE COMPANY OF BUFFALO.

THEODORE HART,
St. Sacrament Street.

Montreal, April 24, 1856. 97

ROYAL INSURANCE COPAMNY

OF

LIVERPOOL & LONDON.

CAPITAL TWO MILLIONS STERLING, AND LARGE RESERVE FUNDS.

FIRE DEPARTMENT.

THIS COMPANY continues to INSURE BUILDINGS and all other descriptions of Property against loss or damage by Fire, on liberal terms.

All just losses promptly settled, without deduction or discount, and without reference to England.

The large Capital and judicious management of this Company insures the most perfect safety to the assured.

No charge for Policies or Transfers.

LIFE DEPARTMENT.

The following advantages, amongst numerous others, are offered by this Company to parties intending to insure their lives:—

Perfect security for the fulfilment of its engagements to Policy-holders.

Favorable Rates of Premium.

A high reputation for prudence and judgment, and the most liberal consideration of all questions connected with the interests of the assured.

Thirty days grace allowed for payment of renewal premiums, and no forfeiture of policy from unintentional mistake.

Policies lapsed by non-payment of premiums may be renewed within three months, by paying the premium, with a fine of ten shillings per cent, on the production of satisfactory evidence of the good state of health of the life assured.

Participation of Profits by the assured, amounting to two-thirds of its net amount.

Large bonus declared 1855, amounting to £2 per cent per annum on the sum assured, being on ages from 20 to 40, 80 per ct. on the premium. Next division of profits in 1860.

Stamps and Policies not charged for.

All Medical Fees paid by the Company.

Medical Referee—W. E. SCOTT, M.D.

H. L. ROUTH, Agent.

Montreal, April 7, 1856. 82

LIVERPOOL & LONDON

FIRE AND LIFE INSURANCE COMPANY

Capital—Two Millions Sterling.

Available Funds for Immediate Use—Above Half a Million Sterling.

FIRE DEPARTMENT.

THE progress of the Company in this branch of business will be best indicated by a comparison with the two previous years. The Premiums received being in

1852.	1853.	1854.
£98,654 14 10 Stg.	£113,612 4 6 Stg.	£146,096 15 9 Stg.

figures which denote the magnitude of its operation. The Losses paid the last year amount to £94,178 19s 9d stg. The Premiums on Stock sold this year amount to £20,037 10s stg., which are placed to the credit of the Surplus Fund.

DIRECTORS IN MONTREAL.

T. B. ANDERSON, Esq., Chairman.
ALEX. SIMPSON, Esq. | ROBERT S. TYLEE, Esq.
J. MITCHELL, Esq. | H. STARNES, Esq.
HENRY CHAPMAN, Esq.

At a Meeting of the Board for Canada, the Secretary was directed to notify the Public in Canada, that from the 6th of March, 1855, inclusive, this Company has assumed the Fire Risks of the "Globe" Company of London, and that all Premiums falling due to that Company in future are requested to be paid, either at the Office of the Liverpool and London Company, Place d'Armes, Montreal, or to the Agents of the Liverpool and London Company at Kingston, Toronto, Hamilton, Belleville.

And all the Claims will, after due proof and acceptance by this Board, will be duly paid.

(Signed,) J. H. MAITLAND,
Secretary.

Messrs. RYAN BROTHERS & CO., Agents in Quebec.

April 20. 92

Writing Papers, Plain and Ruled,

Of Cheap Qualities, for Country Trade,

AT

WEIR & DUNN'S

Wholesale Stationery Warehouse,

9 Great St. James Street.

Sept. 12. 167

Grey and Brown Wrapping Paper,

OF ALL SIZES,

AT

WEIR & DUNN'S

Wholesale Stationery Warehouse,

9 Great St. James Street.

Insurance.

INTERNATIONAL

LIFE ASSURANCE SOCIETY, OF LONDON,

Established in 1838,

Empowered by Act of Parliament.

OFFICES—142 Strand, London; Merchants' Exchange, Montreal.

CAPITAL—Half-a-Million Sterling.

COURT OF DIRECTORS IN LONDON:

Edmond Sheppard Symes, Esq., M.D., Chairman.
Charles Bennett, Esq., | Henry J. Hodgson, Esq.,
Samuel King Church, Esq., | John Moss, Esq.,
John Elliotson, M.D., F.R.S. | Thomas Nicoll, Esq.,
Thos. Colley Grattan, Esq., | John Symes, Esq.
Joseph Thompson, Esq.

Auditors—Professor Wheatstone, F.R.S.; Professor John Radford Young.

JAMES B. M. CHIPMAN, Esq.,
General Agent for the British North American Colonies.

Local Directors at Montreal.

Office, Merchants' Exchange.

B. Holmes, Esq., | Rev. J. Flanagan.
A. Larocque, Esq.; | Theodore Hart, Esq.,
Wm. Lunn, Esq., | Henry Judah, Esq.

Medical Examiners:

Wm. Sutherland, Esq., M.D. | H. Peltier, Esq., M.D.
D. D. MACKENZIE, Accountant and Cashier.

THE Montreal Directors sign Policies under special power of Attorney from the Court Directors in London. Applicants are not charged for Medical Examination.

The Medical Officers attend daily at the office at 3 p.m.

Risks are accepted, and Losses paid by the Montreal Local Board, without first referring to the London Office.

Prospectuses and Blanks may be had at the office in Montreal, or at the Agencies throughout the Province.

Special attention is requested to new tables for the assurance of life without profits, the rates of which are much lower than those formerly in use, and also to a table for the endowments of children on highly advantageous terms.

Montreal, July 26, 1855. 12m ts—175

EQUITABLE FIRE INSURANCE CO

OF LONDON.

CAPITAL—£500,000 Sterling.

LOCAL DIRECTORS AT MONTREAL,

OFFICE—*Merchants' Exchange,*

William Lunn, Esq., Chairman.
John Torrance, Esq. | Benj. Holmes, Esq.
John Frothingham, Esq. | J. G. Mackenzie, Esq.
Alfred LaRocque, Esq. | Theodore Hart, Esq.
CHARLES F. TILSTONE, Manager.
D. D. MACKENZIE, Accountant and Cashier.

THIS OFFICE insures against Loss or Damage by Fire, all descriptions of Buildings, including Mills and Manufactories, and the Goods, Wares and Merchandise in the same; Ships in harbor or in dock; Craft on Navigable Rivers and Canals, and the Goods laden on the same; and Farming Stock of all descriptions.

The "Equitable" Fire Office will, by a constant analysis of its own experience from time to time, adopt such rates of Premiums as the nature of the risk may justify.

With this view, an annual investigation will be made into each class of risk, and a return of one moiety—or fifty per cent;—of the nett excess will be made to all classes of Insurers, whose Policies have been in force for three years.

The engagements of the Equitable are guaranteed by a responsible proprietary, and an ample subscribed Capital. The insured are free from the liabilities of a Mutual Insurance Society, and entitled, according to the plan of the Company, to a return of half the profits.

Losses are made good, without deduction or discount, and are adjusted and paid in Montreal, without reference to London.

☞ By a Resolution of the Court in London, PREMIUMS ARE RETAINED IN MONTREAL to pay Losses and ACCUMULATE a FUND of £10,000.

THE LOCAL DIRECTORS MEET WEEKLY.

☞ Agents have been appointed throughout Canada.

Montreal, Nov. 9, 1853. 12m ts—217

ALBION LIFE INSURANCE COMP'Y,

LONDON.

ESTABLISHED A.D. 1805.

THIS COMPANY has now been in successful operation for half a century, during which period the amounts paid to the families and representatives of Policy-holders have exceeded £1,700,000.

The conditions on which Insurances are granted by the ALBION, offer important advantages to the assured; for which reference is requested to the prospectus.

The Profits are divided every Third Year, and may be made payable in Cash, or applied to the reduction of the Premium, or the increase of the sum insured, as may be chosen on effecting the insurance.

The amount returned in cash to each Policy-holder who elected that mode of appropriating his share of the profits has exceeded a fifth of the total amount of premium paid. The bonus added to the sums insured has, of course, been of much larger amount.

☞ The Prospectus, with the rates of Premium, may be had on application.

C. C. ABBOTT, Agent,
32 St. Francois Xavier St.

August 2. 1y rts 181

GREAT BRITAIN

MUTUAL LIFE ASSURANCE SOCIETY

OF LONDON.

THIS Society is established on the tried and approved principle of MUTUAL ASSURANCE. The Funds are accumulated for the exclusive benefit of the POLICY HOLDERS, under their own immediate superintendence and control. The PROFITS are DIVIDED ANNUALLY, and applied in reduction of the current Premiums.

The result of the present year's investigation into the state of the Society's affairs, at a General Meeting of the Members on 30th May last, was a reduction of 31½ per cent from the premiums payable during the year on policies of five or more years standing; an ample fund, amounting to over £113,000 having been reserved to provide for all outstanding liabilities, and maintain an equal extent of reduction at least on all similar policies in future years.

Credit given, if required, for half the amount of the first five annual premiums.

LOCAL DIRECTORS IN MONTREAL:

WILLIAM WORKMAN, Esq. | JOHN CARTER, Esq.
WILLIAM FRASER, Esq., M.D., Medical Referee.

JAMES DOUGALL,
Agent,
13 LeMoine Street.

July 20. ts 247

GOLD WATCHES.

THE Subscriber would respectfully announce that he has just received a large assortment of the

FINEST QUALITY GOLD WATCHES,

Which will be sold at a small advance from cost, and will be found, as all other goods in this Establishment, considerably less in price than any heretofore offered in Canada.

NOTICE.—A few very elegant LADIES' GOLD WATCHES, jewelled in four holes and guaranteed perfect time-keepers, at £5 each.

A. HOFFNUNG,
Importer of Watches, Jewellery & Fancy Goods,
170 Notre Dame St., opposite Mr. T. Mussen's.

Sept. 6. 213

COMBS.

A Very Large Assortment of Tortoise Shell and Horn Side, Dressing & Back Combs, in every variety of style and price, just received per steamer "Indian" from a celebrated manufactory at Sheffield, to which the attention of the public and trade is respectfully invited.

A. HOFFNUNG,
170 Notre Dame Street.

Sept. 6. 213

Machinists' Tools.

LATHES, of various sizes, with and without Screw Cutting Gear
IRON PLANING MACHINES, different sizes
SCROLL CHUCKS, of different sizes
PUNCHING and SHEARING MACHINES
VERTICAL DRILLING MACHINES
MACHINE FILES, a very superior article

—Also,—

PIG IRON, Newcastle Coke, Fire Brick
FIRE CLAY, Smiths' Coals, &c. &c.

For sale at the CITY FOUNDRY, Queen Street, Griffintown.

C. P. LADD.

June 23. mwf 98

GAS LUSTRES AND FITTINGS.

GAS LUSTRE WAREHOUSE,

76 GREAT SAINT JAMES STREET.

THE Subscribers respectfully invite the attention of their friends and the public to their extensive and elegant stock of Gas Lustres, comprising 1, 2, 3 and 4 light Dining Room, Drawing Room and Parlor Lustres, in bronze, brass, ormolu and crystal, of the latest and most admired Designs: Hall Lamps, Bed Room, Library and Kitchen Brackets, Plain and Ornamental Harp Pendants, Vase Lights, &c.; with a complete assortment of Gas Fittings, suitable for shops, which, having been for the most part manufactured by themselves, they are enabled to dispose of cheap. Also, Glass Shades in great variety.

R. MITCHELL & CO.,
Gas Fitters, &c.

April 17. 91

HARDWARE!

WHOLESALE.

THE Subscribers are receiving per River St. Lawrence and Cunard Steamers, an extensive Stock of

SHELF

AND

HEAVY HARDWARE.

GOVAN & GLASGOW
Brand of Iron.

BARBER, KER & CO.

Sept. 29 231

VITRIFIED STONEWARE PIPES.

THE undersigned having been appointed by Messrs. W. & D. BELL Sole Agent at Montreal for the sale of their GLAZED DRAINAGE PIPES, as used for Draining the City of Quebec, and extensively adopted for Chimney Linings, is prepared to receive orders for the same.

Samples can be seen at his Store.

WM. MEIKLEHAM,
Young's Buildings,
McGill Street.

Montreal, Aug. 14, 1856. 193

FOR SALE, at less than Sterling cost—A Splendid Set WROUGHT IRON GATES weighing over one ton.

AYER'S

CHERRY PECTORAL,

FOR THE RAPID CURE OF

Colds, Coughs, and Hoarseness.

BRIMFIELD, Mass., 20th Dec., 1855.

DR. J. C. AYER: I do not hesitate to say the best remedy I have ever found for Coughs, Hoarseness, Influenza, and the concomitant symptoms of a Cold, is your CHERRY PECTORAL. Its constant use in my practice and my family for the last ten years has shown it to possess superior virtues for the treatment of these complaints. EBEN KNIGHT, M.D.

A. B. MORTLEY, Esq., of UTICA, N.Y., writes: "I have used your PECTORAL myself and in my family ever since you invented it, and believe it the best medicine for its purpose ever put out. With a bad cold I should sooner pay twenty-five dollars for a bottle than do without it, or take any other remedy."

Croup, Whooping Cough, Influenza.

SPRINGFIELD, Miss., Feb. 7, 1856.

BROTHER AYER: I will cheerfully certify your PECTORAL is the best remedy we possess for the cure of *Whooping Cough, Croup*, and the chest diseases of children. We of your fraternity in the South appreciate your skill, and commend your medicine to our people.

HIRAM CONKLIN, M. D.

AMOS LEE, Esq., MONTEREY, IA., writes, 3d Jan., 1856: "I had a tedious Influenza, which confined me in doors six weeks; took many medicines without relief; finally tried your PECTORAL by the advice of our clergyman. The first dose relieved the soreness in my throat and lungs; less than one half the bottle made me completely well. Your medicines are the cheapest as well as the best we can buy, and we esteem you, Doctor, and your remedies, as the poor man's friend."

Asthma or Phthisic, and Bronchitis.

WEST MANCHESTER, PA., Feb. 4, 1856.

SIR: Your CHERRY PECTORAL is performing marvellous cures in this section. It has relieved several from alarming symptoms of consumption, and is now curing a man who has labored under an affection of the lungs for the last forty years. HENRY L. PARKS, Merchant.

A. A. RAMSEY, M.D., ALBION, MONROE CO., IOWA, writes, Sept. 6, 1855: "During my practice of many years I have found nothing equal to your CHERRY PECTORAL for giving ease and relief to consumptive patients, or curing such as are curable."

We might add volumes of evidence, but the most convincing proof of the virtues of this remedy is found in its effects upon trial.

Consumption.

Probably no one remedy has ever been known which cured so many and such dangerous cases as this. Some no human aid can reach; but even to those the CHERRY PECTORAL affords relief and comfort.

ASTOR HOUSE, NEW YORK CITY, March 5, 1856.

DOCTOR AYER, LOWELL: I feel it a duty and a pleasure to inform you what your CHERRY PECTORAL has done for my wife. She had been five months laboring under the dangerous symptoms of Consumption, from which no aid we could procure gave her much relief. She was steadily failing, until Dr. Strong, of this city, where we have come for advice, recommended a trial of your medicine. We bless his kindness, as we do your skill, for she has recovered from that day. She is not yet as strong as she used to be, but is free from her cough, and calls herself well.

Yours with gratitude and regard,
ORLANDO SHELBY, OF SHELBYVILLE.

Consumptives, do not despair till you have tried AYER'S CHERRY PECTORAL. It is made by one of the best medical chemists in the world, and its cures all around us bespeak the high merits of its virtues.—*Philadelphia Ledger.*

Ayer's Cathartic Pills.

THE sciences of Chemistry and Medicine have been taxed their utmost to produce this best, most perfect purgative which is known to man. Innumerable proofs are shown that these PILLS have virtues which surpass in excellence the ordinary medicines, and that they win unprecedentedly upon the esteem of all men. They are safe and pleasant to take, but powerful to cure. Their penetrating properties stimulate the vital activities of the body, remove the obstructions of its organs, purify the blood, and expel disease. They purge out the foul humors which breed and grow distemper, stimulate sluggish or disordered organs into their natural action, and impart healthy tone with strength to the whole system. Not only do they cure the every-day complaints of every body, but also formidable and dangerous diseases that have baffled the best of human skill. While they produce powerful effects, they are at the same time, in diminished doses, the safest and best physic that can be employed for children. Being sugar-coated, they are pleasant to take; and being purely vegetable, are free from any risk of harm. Cures have been made which surpass belief were they not substantiated by men of such exalted position and character as to forbid the suspicion of untruth. Many eminent clergymen and physicians have lent their names to certify to the public the reliability of my remedies, while others have sent me the assurance of their conviction that my Preparations contribute immensely to the relief of my afflicted, suffering fellow-men.

The Agent below named is pleased to furnish gratis my American Almanac, containing directions for their use and certificates of their cures, of the following complaints:—

Costiveness, Bilious Complaints, Rheumatism, Dropsy, Heartburn, Headache arising from a foul Stomach, Nausea, Indigestion, Morbid Inaction of the Bowels and Pain arising therefrom, Flatulency, Loss of Appetite, all Ulcerous and Cutaneous Diseases which require an evacuant Medicine, Scrofula or King's Evil. They also, by purifying the blood and stimulating the system, cure many complaints which it would not be supposed they could reach, such as Deafness, Partial Blindness, Neuralgia and Nervous Irritability, Derangements of the Liver and Kidneys, Gout, and other kindred complaints arising from a low state of the body or obstruction of its functions.

Do not be put off by unprincipled dealers with some other pill they make more profit on. Ask for AYER'S PILLS, and take nothing else. No other they can give you compares with this in its intrinsic value or curative powers. The sick want the best aid there is for them, and they should have it.

Prepared by Dr. J. C. AYER,

Practical and Analytical Chemist, Lowell, Mass.

PRICE 25 CTS. PER BOX. FIVE BOXES FOR $1.

SOLD BY

All the Druggists in Montreal and by Dealers generally in the United States and Canada.

Sept. 10. Dtts SC 216

DR. McLANE'S

CELEBRATED

VERMIFUGE

AND

LIVER PILLS.

Two of the best Preparations of the Age.

They are not recommended as Universal Cure-alls, but simply for what their name purports.

The VERMIFUGE, for expelling Worms from the human system, has also been administered with the most satisfactory results to various animals subject to Worms.

The LIVER PILLS, for the cure of LIVER COMPLAINT, all BILIOUS DERANGEMENTS, SICK HEADACHE, &c.

Purchasers will please be particular to ask for Dr. C. McLane's Celebrated VERMIFUGE and LIVER PILLS, prepared by

Fleming Bros

SOLE PROPRIETORS, Pittsburgh, Pa., and take no other, as there are various other preparations now before the public, purporting to be Vermifuge and Liver Pills. All others, in comparison with Dr. McLANE'S, are worthless.

The GENUINE McLane's Vermifuge and Liver Pills can now be had at all respectable Drug Stores.

FLEMING BRO'S,
60 WOOD ST., PITTSBURGH, PA.
Sole Proprietors.

August 25. C Ds 1y 202

LEA & PERRINS'

CELEBRATED

PRONOUNCED BY CONNOISSEURS, to be the ONLY GOOD SAUCE, and applicable to EVERY VARIETY OF DISH.

EXTRACT OF A LETTER from a MEDICAL GENTLEMAN at Madras, to his Brother at WORCESTER, *May*, 1851.

"Tell LEA & PERRINS that their SAUCE is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

WORCESTERSHIRE SAUCE.

Sold universally by the principal dealers in Sauces;—

Wholesale and for Exportation by the Proprietors LEA and PERRINS, 68, Broad-street Worcester, & 19, Fenchurch-street London.—BARCLAY & SONS,—CROSSE & BLACKWELL, and other Oilmen and Merchants, London.

August 12. 1y r 191

FOR SALE—Pure "DEKUYPER'S" GIN—in bond or duty paid.

Notices.

T. D. HEATHFIELD,

Forwarding and Commission Merchant

130 COMMERCIAL STREET,

BOSTON.

REFERENCES.

Messrs. E. Train & Co., Messrs. Samuel Henshaw & Sons, Boston; Messrs. Gillespie, Moffatt & Co., Montreal; Messrs. Moffatt, Murray & Co., Toronto; Messrs. Allan & Gillespie, Liverpool.

June 21. 147

T. D. HEATHFIELD,

Forwarding and Commission Merchant

ATLANTIC WHARF,

PORTLAND.

REFERENCES.

Messrs. E. Train & Co., Messrs. Samuel Henshaw & Sons, Boston; Messrs. Gillespie, Moffatt & Co., Montreal; Messrs. Moffatt, Murray & Co., Toronto; Messrs. Allan & Gillespie, Liverpool.

June 21. 147

C. F. F. TRESTLER,

PHYSICIAN,

Surgeon and Mechanical Dentist,

210 Notre Dame Street, Montreal.

Sept. 5. 232

E. A. PRENTICE,

BROKER,

ST. SACRAMENT STREET,

REFERENCES—HON. PETER MCGILL.
T. B. ANDERSON, Esq.

August 20. 1y 198

HANDYSIDE, SINCLAIR & CO.,

General Commission Merchants,

5 ST. JOHN STREET..........MONTREAL.

May 2. 104

GILDERSLEEVE & DRAPER,

Barristers & Attornies,

NOTARIES PUBLIC,

KINGSTON, C. W.

O. S. GILDERSLEEVE. W. G. DRAPER,

Sept. 6. 211

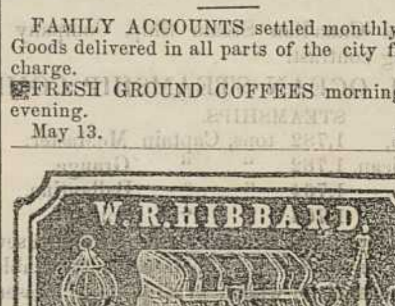
NOTICE.

WM. W. SNAITH begs to inform his friends and the public generally, that the seizures placed by J. W. A. R. Masson, Esquire, in the premises of the late Firm of SNAITH & BALL, corner of Notre Dame and St. Gabriel Streets, have been, by judgment of Court, declared null and void; and that he, WM. W. SNAITH, has this day RE-OPENED the STORE, where he trusts, by strict attention to the wants of his customers, to merit a share of that patronage so much enjoyed by the late Firm.

FAMILY ACCOUNTS settled monthly, and Goods delivered in all parts of the city free of charge.

FRESH GROUND COFFEES morning and evening.

May 13. 113



August 12. 191

OWEN McGARVEY'S

Chair and Furniture Warehouse,

No. 244 NOTRE DAME STREET.

THE Subscriber, thankful to his friends and the public generally for the encouragement received during the past six years, takes this opportunity of informing them that, notwithstanding the very extensive stock on hand when he opened his new premises, on the 1st of April last, he has, on the principle of quick sales and light profits, sold the whole of it, and is now prepared to OFFER FOR INSPECTION ANOTHER NEW STOCK OF PARLOR AND BEDROOM FURNITURE of the NEWEST STYLE, which cannot be surpassed, if equalled, by any other house in this country. Mahogany, Cane, Wood, and every other kind of Chairs; Mattrasses, Feather Beds, Bolsters, Pillows, &c. &c., from the lowest to the highest prices. Parties residing at a distance from the city will find this the most convenient establishment, as they can here purchase any article in the Furnishing Line, and have it conveyed on board the cars or boats, or if resident within the boundary of the toll-gates, delivered free of charge. Every article warranted as represented. Parties will save at least 20 per cent by purchasing at this establishment. Wholesale and Retail.

OWEN McGARVEY,
244 Notre Dame Street,
At the Sign of the Red Rocking Chair,
Near the French Square.

May 26. 124

McDOWALL & ATKINSON,

MILITARY

Hatters and Furriers,

No. 62 McGill Street,

MONTREAL.

July 2. 6m 156

Competition Defied!!

A. HOFFNUNG

170 NOTRE DAME STREET,

FACING

ST. LAWRENCE MAIN STREET,

WOULD respectfully announce to his Customers and Visitors to Montreal, that he has now nearly completed his Spring Importations, and has ready for inspection a Large, Elegant, and by far the Cheapest Assortment in the City, of

Fine Gold and Silver Watches,

GENUINE GOLD CHAINS

AND

JEWELLERY,

Of every description, of London Manufacture.

ENGLISH, FRENCH AND AMERICAN

CLOCKS.

MARINE CLOCKS, maintaining power in any position, and guaranteed perfect time-keepers, at 15s each.

The celebrated Electro-Silver Ware, in Spoons, Forks, Fish Slices, &c. &c.

A Printed Price List furnished on application.

Electro-Silver Cake Baskets, new and elegant patterns, 22s 6d each.

Electro-Silver Tea and Coffee Setts of 4 pieces, from £3 Sett.

A large variety of Electro-Silver Sugar Baskets, Butter Coolers, Salt Sellers, Candlesticks, Snuffers and Trays, Goblets, &c. &c.

ALSO,

A New Stock of PAPIER MACHE WARE, consisting of—

Elegant Tables, Pearl Inlaid and Ornamented, from 20s each.
Inkstands from 2s 6d each.
Portfolios, from 2s 6d each.
Work Boxes, from 10s each.
Writing Desks, from 20s each.
Tea Trays, Albums, Envelope Cases, Card Boxes, Watch Stands, &c.

SPECTACLES,

In Gold, Silver, Fine Blue Steel and German Silver, to suit every defect of sight with the utmost precision.

Fine Gold Spectacles, 35s and 30s per pair.
Sterling Silver do, 7s 6d per pair.
Common Spectacles, 2s 6d do.

A great variety of Accordeons, Musical Boxes, Violins, Flutes, &c., at extremely low prices.

ALSO,

A Splendid Assortment of FANCY GOODS, in endless variety, being some of the choicest selections of the London and Parisian Markets, imported expressly for Gifts and Wedding Presents, consisting in part of—

Rosewood Dressing Cases, Work Boxes and Desks, Pearl and Shell; Card Cases, elegant Porte-monaies, Jet Bracelets, Brooches, Chains and Pins, Fancy Bracelets, Leather Reticules, Fans, Shell and India Rubber Combs, Brushes, Telescopes, Scent Bottles, Watch Stands, and an endless assortment of other articles, too various to be here enumerated.

NOTICE.

A firm determination to establish a large, permanent and extensive business, second to none in the Canadas, has induced the Subscriber to mark every article at the smallest possible advance from the cost price. This, in connection with the unequalled advantages he possesses in receiving his goods direct from the manufacturers, enables him fearlessly to assert, that every article in his store will be found not only of a superior quality—which they must necessarily be in order to secure a continuance of custom—but also from 25 to 50 per cent cheaper than they can be purchased for elsewhere in this city. A comparison of prices is earnestly solicited.

A. HOFFNUNG,
170 Notre Dame Street,
Opposite Mr. T. Mussen's Dry Goods Store.
☞ Wholesale and Retail.

June 14, 1856. rts 141

LOST,—On TUESDAY EVENING, FIFTY DOLLARS in Bills. The finder will be suitably rewarded by returning the same to this

---

Steamships.

The British and North American Royal Mail Steamships,

FROM NEW YORK TO LIVERPOOL.

Chief Cabin Passage..........................$130
Second Cabin Passage.......................$ 75

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage..........................$110
Second Cabin Passage.......................60

The ships from Boston call at Halifax.

	Captains		Captains
PERSIA	C H E Judkins,	CANADA	W J C Lang,
ARABIA	J Stone,	AMERICA	Wickman.
ASIA	E G Lott,	NIAGARA	A Ryrie,
AFRICA	N Shannon	EUROPA	J Leitch,

These Vessels carry a clear white light, at their mast head, green on starboard bow, red on port bow.

Ship	From	Sailing
Niagara	from Boston	Wednesday, Oct. 22nd.
Persia	from New York	Wednesday, Oct. 29th.
Arabia	from Boston	Wednesday, Nov. 5th.
Asia	from New York	Wednesday, Nov. 12th.
Canada	from Boston	Wednesday, Nov 19th.
Europa	from New York	Wednesday, Nov. 26th.
Niagara	from Boston	Wednesday, Dec 3rd.
Persia	from New York	Wednesday, Dec. 10th.
Arabia	from Boston	Wednesday, Dec. 17th.
Africa	from New York	Wednesday, Dec. 24th.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewellery, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

For freight or passage, apply to
E. CUNARD, 4 Bowling Green, New York.

Aug. 20. 198

STEAM FROM

PORTLAND, MAINE, TO LIVERPOOL,

CALLING AT

Halifax, N. S., and St. John's, Nfld.,

TO LAND AND RECEIVE GOODS AND PASSENGERS.

The stay at these places will be short, as the facilities for discharging will be great.

THE New First Class and powerful Screw Steamship KHERSONESE, Captain Chas. Powell, A1 at Lloyds, 2,300 Tons Burden, will leave PORTLAND on SATURDAY, the 27th of SEPTEMBER, calling as above.

Provisions provided in the usual style on board of Atlantic Steamers.

	1st Class.	3rd Class.
Portland to Liverpool	$60	$30
do do St. John's, Nfld.	24	10
do do Halifax	12	6

Stewards' Fees and Provisions included, except Wines and Liquors, which can be had on Board.

A bountiful supply of Cooked Provisions will be supplied to Steerage Passengers, who will have to supply their own Bedding and Eating and Drinking Utensils.

Freight will be taken at Montreal Current Rates.

Insurance is as low by the *Khersonese* as by any steamer crossing the Atlantic.

J. RHYNAS & CO.,
Portland, Me.

For Steerage Passage, apply to
H. CHAPMAN & CO.
And for Freight and Cabin Passage, to
RAE & MITCHELL,
Union Buildings.

Sept. 16. 221

The Glasgow and New York Steamship Company's

Splendid and Powerful Steamers

COMMANDERS.

EDINBURGH, 2,500 tons, Wm. Cumming,
NEW YORK, 2,150 tons, Robt. Craig,
GLASGOW, 1,962 tons, John Duncan,

Are appointed to sail

FROM GLASGOW,

EDINBURGH, Wednesday, 15th October.
NEW YORK, Wednesday, 29th October.
GLASGOW, Wednesday, 12th November.

FROM NEW YORK,

EDINBURGH, Saturday, Nov 15, at 12 o'ck noon
NEW YORK, Saturday, Nov 29, at 12 " "
GLASGOW, Saturday, Dec 13, at 12 " "

RATES OF PASSAGE.

From Glasgow—
First Class.........................15 guineas
Steerage, found with cooked provisions.........................8 "
From New York—
First Class.........................$75
Steerage, found with Cooked Provisions.........................$30

An experienced Surgeon attached to each Steamer.

For Freight or Passage, apply to
J. McSYMON,
17 Broadway, New York.

New York City Bills or Gold only received for Passage.

Oct. 20. 1y 250

NEW YORK, BREMEN, AND SOUTHAMPTON.

UNITED STATES MAIL STEAMERS.

THE Ships comprising this line are the WASHINGTON, Capt. E. CAVENDY, HERMANN, Capt. EDWARD HIGGINS. These Steamers stop at Southampton, both going and returning.

Proposed dates of sailing.—1856.

	From New York. Saturday.	From Bremen. Saturday.	From Southampton for New York. Wednesday.
Hermann	Jan. 26	Feb. 23	Feb. 27
Washington	Feb. 23	Mar. 22	Mar. 26
Hermann	Mar. 22	April 19	April 23
Washington	April 19	May 17	May 21
Hermann	May 17	June 14	June 18
Washington	June 14	July 12	July 16
Hermann	July 12	Aug. 9	Aug. 13
Washington	Aug. 9	Sept. 6	Sept. 10
Hermann	Sept. 6	Oct. 4	Oct. 8
Washington	Oct. 4	Nov. 1	Nov. 5
Hermann	Nov. 1	Nov. 29	Dec. 3
Washington	Nov. 29	Dec. 27	Dec. 31

Stopping at Southampton, both going and returning, they offer passengers proceeding to London and Havre advantages over any other route, for the economy of time and money.

Passage from New York to Southampton and Bremen. First Cabin, main saloon, $130; First Cabin, lower saloon, $110; Second ditto, $60.

All letters and newspapers must pass through the Post Office.

No bills of lading will be signed or parcels received on the day of sailing.

An experienced Surgeon is attached to each ship.

For freight or passage apply to
C. H. SAND, 11 South William Street, New York.
C. A. HEINEKEN & CO., Bremen.
CROSKEY & CO., Southampton.
WM. ISELIN, Havre.

Jan. 14. 1y mt 11

G. E. STARNES,

IMPORTER OF BRANDIES,

GIN, WHISKIES, WINES,

SEGARS, &c. &c.

No. 55 ST. FRANCOIS XAVIER STREET

MONTREAL.

Sept. 19. 224

H. M. PERRAULT,

Architect and Land Surveyor,

No. 53 Saint Francois Xavier Street, Montreal,

Sept. 19. 222

Card.

MRS. ALEXANDER GIBBS, VOCALIST, has REMOVED to No. 23 RUE ST. ANTOINE.

June 18 144

COURTNEY'S SALOON,

(OPPOSITE THE NEW COURT HOUSE & NELSON'S MONUMENT,)

Notre Dame Street, Montreal.

May 20 119

Lehigh Coal Afloat.

JUST ARRIVED and now landing at WELLINGTON BASIN, several Cargoes of the best quality of LEHIGH COAL, Lump and Egg size, which will be sold low.

P. D. CARRIQUE,
No. 5 St. Sacrament Street.

June 17. 143

For Sale.

150 Hhds BRIGHT MUSCOVADO SUGAR
250 Bags PATNA RICE

DAVID TORRANCE & CO.

August 5. 185

SPRING DRY GOODS.

RECEIVING ex "J. E. THAYER" and "BRITANNIA"—

Grey Cottons, all widths
Prints and Printed Delaines
Jean Stripes
Ribbons and Bonnets Satins
Lace Goods, in full assortment
Cotton Drills and Nankeens
Parasols and Umbrellas
Mohair Caps and plaits
Summer Coatings
Tweeds and Doeskins
Superfine Black and Carriage Cloths
Hollands and Grass cloths
Cotton Hose and Gloves
Small Wares, in full assortment
Silesias and Casbans
Bonnet Shapes
Shirts, Collars and Ties

—Also receiving,—

American Domestics and Small wares
Bonnets, Shapes, &c., &c.

ROBERT ADAMS,
298, St. Paul Street.

March 28. 74

Liverpool Salt,

FOR SALE in large or small quantities, to suit purchasers.

WM. LYMAN & CO.,
Corner of Custom House Square.

Oct 13. 1m mt 244

FIRE INSURANCE.

THE Subscribers, as AGENTS for the BEACON FIRE AND LIFE INSURANCE COMPANY OF LONDON, are prepared to take RISKS at Current Rates.

RAE & MITCHELL,

Steamboats.

THE AMERICAN EXPRESS LINE.

The Shortest and Quickest Route to all Western Ports, Niagara Falls, and Buffalo.

The First Class River Steamers

JENNY LIND, Capt. L. Moody.
MONTREAL, Capt. J. Laflamme,
BRITISH QUEEN, Capt. A. Cameron.

ONE of the above River Steamers will leave Montreal daily, (Sundays excepted), at 12 o'clock, noon, from the Canal Basin; and Lachine on the arrival of the Cars, which leave Montreal at 3:45 o'clock, P. M., for Prescott and Ogdensburgh, and intermediate ports.

The River Steamers connect at Odensburgh with the American Express Line of Steamers—New York, Northerner, and Bay State—connecting at Brockville with the Grand Trunk Railway, where Passengers can embark on board one of the above-named Boats, direct for Cape Vincent, Toronto, Niagara Falls, Hamilton and Buffalo.

Through to Toronto in 20 hours.

Through to Niagara Falls and Hamilton in 24 hours.

Also, connecting at Ogdensburgh with the United States Mail Line of Steamers—Ontario, Cataract and Niagara—for Alexander Bay, Clayton, Kingston, Sackett's Harbor, Oswego, Rochester, and Lewiston.

These Lines of Steamers connect at Niagara and Lewiston with the Erie and Ontario Railroad, Lewiston and Buffalo Railroad, Great Western Railway, Michigan Central Railroad, Michigan Southern Railroad, and Lake Shore Railroad, and Steamers from Buffalo—for all Ports West.

Passengers have the privilege of stopping over at Niagara Falls, or any other place of interest on the Route.

☞ For Tickets, call at the Office, 24 McGill Street.

W. T. BARRON, Agent,
Or to D. P. O'NEILL, Canal Wharf.

Sept. 25, 1856. 229

1856.

Ottawa River Mail Steamers.

Montreal to Ottawa City (Bytown) Daily, Sundays Excepted.

Stmr. LADY SIMPSON, Capt. H. W. Shepherd,
LACHINE TO CARILLON.
Stmr. PHŒNIX, Capt. ————,
GRENVILLE TO OTTAWA CITY.

☞ THROUGH BY DAYLIGHT. ☜

THIS will be found the Cheapest, best, and most convenient route. Parties leaving MONTREAL by the SEVEN A.M. TRAIN (for Lachine), from the Depot in Bonaventure Street, will reach OTTAWA CITY the same evening. The Steamers will stop, to deliver Mails, at all the principal places along the River, including POINT AUX ANGLAIS, for the accommodation of the inhabitants of the County of Two Mountains.

RETURN TICKETS will be issued to TOURISTS and PLEASURE PARTIES on a liberal scale of reduction.

For further particulars, apply at the Depot, Bonaventure Street, or on board the Steamer "Lady Simpson."

N.B.—FREIGHT for this Line should be delivered at the Bonaventure Street Depot by SIX, P.M., to insure its regular dispatch the following day.

Montreal, April 22, 1856. 95

LAKE CHAMPLAIN AGAIN OPEN

BETWEEN PLATTSBURGH AND BURLINGTON.

THE Steamer BOSTON has commenced running regularly between the above Points in connexion with the MONTREAL and NEW YORK, PLATTSBURG and MONTREAL, and RUTLAND and RUTLINGTON, and other Roads.

Passengers and Freight received and forwarded via this Route with dispatch and safety.

☞ No detention at Mooer's Junction.

Montreal, 24th April, 1856. 97

Royal Mail Line.

QUICKEST AND MOST DIRECT STEAMBOAT ROUTE TO

Toronto, Niagara Falls, Buffalo, Hamilton, London, Chicago, Detroit, and Milwaukie,

ONLY DIRECT LINE FOR KINGSTON, COBOURG, PORT HOPE, DARLINGTON, AND TORONTO.

THE following are the arrangements of this Magnificent Line for the present Season:

THE RIVER LINE,

Composed of the Splendid Steamers

BANSHEE.........................Capt. Howard.
NEW ERA.........................Capt. P. G. Chrysler.
ST. LAWRENCE.................Capt. Maxwell.
OTTAWA.........................Capt. Kelley.

Leave the Canal Basin, Montreal, daily, at NINE o'clock, A.M., and Lachine on the arrival of the TWELVE o'clock (Noon) Train from Montreal, (except Sundays, when they leave on the arrival of the NINE o'clock Train), calling at all intermediate Ports, arriving in Kingston early on the following day, where they meet th magnificent

LAKE ONTARIO STEAMERS.

KINGSTON.........................Capt. Hamilton.
PASSPORT.........................Capt. Harbottle.
ARABIAN.........................Capt. Sclater.
MAGNET.........................Capt. Twohy.

For Cobourg, Port Hope, Toronto and Hamilton, connecting at Hamilton with the GREAT WESTERN RAILWAY, for London, Chatham, Windsor, Detroit, Chicago, Milwaukie, and all Ports on Lake Michigan; and at Lewiston for Niagara Falls, Buffalo, and all Ports on Lake Erie.

Passengers taking the Evening Train of the Grand Trunk Railway, meet the Steamers at Coteau Landing, thereby avoiding Hotel expenses at Brockville over night. The Lake Steamers also connect at Brockville with the Morning Express Train, and is the only Direct Line for Kingston, Cobourg, Port Hope, Darlington and Toronto.

To Tourists this Line affords a most comfortable, pleasant and expeditious conveyance, the Steamers being fitted up with elegantly furnished Saloons and State Rooms, passing through the beautiful scenery of the Lake of the Thousand Islands and all the Rapids of the St. Lawrence by daylight. In point of speed they are unsurpassed.

To Families moving West, either to Western Canada or the Western States, this Line possesses unequalled advantages, the Steamers running direct to the Great Western Railway Depot at Hamilton, saving the annoyance of the transhipments Passengers are subjected to by other Lines. ☞ Tickets can be procured on board the Steamers, or at the Office, 40 McGill Street.

A. MILLOY, Agent.

Royal Mail Line Office, Montreal,
40 McGill Street, 1856. 164

ROYAL MAIL LINE.

CHANGE OF TIME.

COMMENCING TO-DAY, and until further notice, the STEAMERS OF THE MAIL LINE will leave the Canal Basin at NINE o'clock, A.M., (instead of 11), and Lachine on the arrival of the TWELVE o'clock (Noon) Train, (instead of 2.30 P.M.)

ALEX. MILLOY, Agent.

Royal Mail Line Office,
40 McGill Street,
July 1, 1856. 155

STORAGE FOR GRAIN.

GRAIN TRANSHIPPED and STORED at current rates.

JAMES HERVEY,
Canal Basin.

May 22. 1y 119

To Farmers and others.

THE Subscribers have just received a small Cargo of ROCK SALT, so useful for Cattle and Horses, which they offer to Farmers and others, in large or small quantities, at a LOW PRICE.

This Mineral production, so necessary to mankind, is universally distributed over the globe. Most animals have an instinctive relish for it; and from its frequent presence in the solids and fluids of the animal economy, it may be supposed to perform an important part in nutrition. It certainly promotes digestion, and the almost universal animal craving for it proves it to be a salutary stimulus in health; indeed, neither man nor beast can live without it. In all the countries of Europe, so necessary is Salt thought to be for animals, that it is always within their reach, whether in the stable or in the pasture. From its being in large lumps it is not very soluble, so lasts a long time when exposed to the weather. This Salt is also much used for Dairy purposes, and with certain kinds of lands is a valuable manure.

LYMANS, SAVAGE & CO.,

Railroads.

GRAND TRUNK RAILWAY.

Alteration of Trains.

FALL ARRANGEMENT.

ON and after MONDAY, the 13th of October, the MORNING TRAIN to Quebec and Portland will be discontinued, and the Company's Steam Ferry Boat will leave the Wharf at the foot of Jacques Cartier Square as follows:

For Mixed Train for Island Pond, stopping at all Stations, at...... 8:40 A. M.
For Quebec Express at............ 2:40 P. M.
For Portland and Boston, stopping over-night at Island Pond, at.... 3:40 P. M.

FARE TO QUEBEC:

First Class.......................... $3:00
Second Class........................ $2:00

FOR THE WEST.

The Through Express Train for Toronto, Calling at the Principal Stations, will leave Point St. Charles

At.............................. 7,30 A.M.

The Local Train for BROCKVILLE, calling at all Stations,

At.............................. 3,30 P.M.

FARE TO TORONTO:

First Class.......................... $10 00
Second Class........................ 8 00

S. P. BIDDER,
General Manager.

Montreal, Oct. 29, 1856. b 240

Champlain and Saint Lawrence Railroad.

United States Mail Route.

FALL ARRANGEMENT.

NEW YORK AND BOSTON LINE.

ON MONDAY next, Nov. 10th, the Steamer IRON DUKE will leave for South Montreal, connecting with the Trains for Rouse's Point, at 3:30 P. M. and connecting at Rouse's Point with the Lake Champlain Steamers, the Vermont Central, the Rutland and Burlington, and the Ogdensburgh Railroads.

Passengers by this route reach New York or Boston, early next afternoon.

An Accommodation Train will leave at noon, connecting at Rouse's Point with the Vermont Central Train, reaching Boston at noon next day.

There is no other certain route to Boston and New York in the same time.

☞ For Tickets and information, apply at the Company's Office, 67 Commissioners Street, opposite the Quebec Steamboat Landing, and at the Railroad Ticket Office, 10 Place d'Armes.

W. A. MERRY,
Secretary.

Montreal, Nov. 8, 1856. 267

Vermont Central Railroad Line.

BRITISH & UNITED STATES MAIL ROUTE.

SUMMER ARRANGEMENT.

From Montreal to Boston, Worcester, Lowell, Lawrence, Nashua, Manchester, Concord, New York, New Haven, Hartford, Springfield, Bellows Falls, Fitchburg, St. Johnsbury, the White Mountains, Montpelier, Burlington, Troy, Albany, and all intermediate Stations; also connects at Burlington with Steamers on Lake Champlain for Whitehall, Saratoga, and New York.

☞ The only Through Railroad route (without break of guage) by which Through Tickets are sold.

FIRST TRAIN connects at Rouse's Point with the Champlain & St. Lawrence Railroad Train leaving Montreal at 6 o'clock a.m., goes through to the above-named places same day, arriving in Boston earlier than any route, and in New York the same evening. Connections sure.

SECOND TRAIN connects at Rouse's Point with Champlain & St. Lawrence Railroad 2nd Train leaving Montreal at 2 p.m. for the above named places; proceeds to White River Junction or Windsor, to lodge; leaves W. R. Junction, or Windsor, at 7 o'clock next morning, and arrive in Boston at 1 o'clock p.m., and in New York 4:20 p.m.

For Through Tickets, information, &c.,
Apply to PAUL MONDOU, Agent,
65 Commissioner Street, Montreal.

May 8, 1855. 109

HARDWARE.

FOR SALE by the Subscribers—

Bar Iron, Common and Refined
Oval and Half-Round Iron
Band, Hoop, and Sheet Iron
Swedes Iron
Spring and Cast Steel
Canada Plates
Tin Plates—Charcoal IC and IX
Horse Nails
Wrought and Patent Pressed Nails
Cut Nails, Spikes
Window Glass—German Sheet
Coil Chains—¼@¾ inch
Anvils, Vices
Spades and Shovels
Iron Wire
Sheet and Bar Copper
Sheet Brass
Sheet and Block Zinc
Grain and Block Tin
Borax
Fire Bricks
Leather Belting
Scythes—'Moore's,' 'Blood's,' & 'Rixford's'
"Foxes" Sickles and Hooks
Scythe Snaths, Grain Cradles
Scythe Stones
Hay Rakes
Forks, Hay and Manure

—Also,—

A full assortment of Birmingham, Sheffield German and American

Shelf Goods,

which they are prepared to sell at the LOWEST MARKET PRICES.

BENNY, MACPHERSON & CO.

July 12. 165

SCHOOL BOOKS AND STATIONERY Wholesale and Retail.

36 Great St. James Street,
Opposite the Wesleyan Church.

Sept. 15. 220

The Great American Hair Tonic

BOGLE'S CELEBRATED HYPERION FLUID permeates to the cellular tissue of the cuticle, and instantly forces the hair and moustaches to grow. It cures scurf and all diseases of the skin, and is the most beautiful embellisher of the hair to be found. Price 25, 50, and 75 cents per bottle

BOGLE'S AMERICAN ELECTRIC HAIR DYE magically changes unsightly hair into a beautiful black or brown without staining the skin. Price 50 cents, $1, and $1,50 per box.

BOGLE'S HEBEAIONA, or BALM OF CYTHEREA, is unrivalled for beautifying the complexion and eradicating tan and pimples. Price 50 cents per bottle.

BOGLE'S AMOLE SHAVING CREAM renders that usual unpleasant operation (shaving) a decided luxury Price 25 and 37 cents per bottle.

These articles are all warranted the best and cheapest in the world, or the money refunded.

To be had of the inventor, WM. BOGLE, and agents throughout the world.

May 1. 101

THE MONTREAL HERALD

And Daily Commercial Gazette.

Published Daily throughout the Year

TERMS OF SUBSCRIPTION.

DAILY HERALD, £2, payable half-yearly, in advance.

WEEKLY HERALD, in Clubs of Seven, Five Shillings per annum; Single Subscribers, Five Shillings for Ten Months.

No Letters taken out of the Post Office, unless it is pre-paid

ADVERTISING.

Six lines and under, 1st insertion, 2s 6d, and 7½d for each subsequent insertion.

Ten lines and under, 1st insertion, 3s 4d, and 10d for each subsequent insertion.

Over ten lines 4d per line for the 1st insertion, and 1d per line for each subsequent insertion.

YEARLY RATES.

One Square not to exceed 20 lines £12 10s, with the privilege of changing it occasionally.

Half Square not to exceed 11 lines £6 15s, with the same privileges.

Professional and other Cards not exceeding seven lines, £1 per annum.

No Advertisement to be considered by the year unless it previously agreed upon between the parties.

The privilege of Yearly Advertisers will be confined to their regular business, and all other Advertisements such as Auction Sales, Houses to Let, Dissolution of Partnerships, Legal Notices, Ships, Removal Notices, &c., will be charged extra.

Notices of Deaths, containing an invitation to attend the Funeral, to be charged 2s. 6d.

All Notices of Births and Marriages, 1s. 3d. each.

Regular Advertisers, and all others sending communications, or requiring Notices designed to call attention to Lectures, Soirees, Concerts, or any public entertainments all Notices of Private Associations—every Notice designed to call attention to private enterprise, calculated or intended to promote individual interest, can only be inserted in the Editorial columns, with the understanding that it is to be paid for.

N.B.—All Orders for the insertion or discontinuance of Advertisements, must be in writing, a Book being kept in the Office for parties, calling personally, in which to ent their orders—verbal orders cannot be recognized.

THE MONTREAL HERALD

AND DAILY COMMERCIAL GAZETTE,

Is Printed and Published by the Proprietors

which contain upright and circular saws, is propelled by water power, equal to eighty horses. There is used here a Marine Railway, wrought by a direct acting high-pressure engine of 15 horse power, by which vessels of the largest class can be hauled out and repaired under water mark. In the Engineering Department there is another condensing beam engine, of 20 horse power, for driving the machinery, consisting of lathes, planes, and a great variety of other machines. The Canal is here 700 feet wide, and affords great facilities for vessels entering the basin, or for being placed on the Railway, as well as for the launching of new ones. Since the establishment of these works in 1846, more than 70 vessels have been built; and there were seven steamers built and engined last year, besides smaller vessels of different kinds. For the development of the superior water-communication of Canada, Mr. Cantin thinks the screw-propeller the best. This has been successfully proved in the case of two steamers now employed between Montreal and Chicago. Mr. Cantin's works, (as may be seen from the foregoing statements,) are admirably fitted for carrying on a most extensive business. Mr. Cantin's manufactures are wholly for use in Canada, Canadian built vessels not being admitted to register in the States, though those built in the States may be registered here.

Mr. John Ostell's Factory of Doors, Windows, and all kinds of Joiners Finishings,—Was established in 1852, holds several buildings, and about five acres of land, which cost £10,000; uses machinery of all kinds for wood-cutting, &c.; employs 75 hands, who receive annually £6000 wages. This Firm has a capital of about £20,000, and manufactures goods to the amount of about £18,750 yearly, one-half of which productions are for Lower Canada, the rest sent chiefly to the Upper Province, and a small quantity exported to the States, Australia, and Great Britain.*

Manufactures of Wood.—In 1854, Mr. James Shearer established, at the St. Gabriel Locks, a Factory where are made Doors, Sashes, Blinds, Mouldings, Architraves, &c., making machinery do very much of the work for the finishing of houses, steamboats, &c., which was previously done by hand. This Factory is 62 feet by 49, employing a large quantity of ingenious machinery, propelled by water, with power equal to 30 horses, and capable of being doubled. From 50 to 55 hands have been employed here constantly since the Factory was established. This establishment is capable of manufacturing daily 100 doors, 50 sashes, and 25 blinds, besides mouldings, architraves, and other finishings; or of preparing, in one month, the entire inner work of a first class passenger boat, with upper saloon, state-rooms, ladies' cabin, and lower cabin with berths.

Mr. William Allen, Chair Factory, St. Gabriel Locks,—Was established in 1852; occupies, at present, a two-story brick building, and employs 25 men, at 6s. per day. Mr. Allen's manufactures are chiefly for home consumption. His machinery, when completed, will be capable of turning out 500 chairs in the day, and the chairs he manufactures are fast superseding those of American manufacture.

Mr. McGauren,—Has a Saw Mill at St. Gabriel Locks, 90 feet by 50, with a large circular saw, and four small ones, propelled by water.

Mr. Wilsie Manning, Barrel Factory,—Was established in 1854, holds a one-story brick building, uses water-power machinery, which is very complete, employs 30 men, at 6s. 3d. per day each, and produces in the year 40,000 flour barrels, and 20,000 nail kegs, all for home consumption.

Axes, Edge Tools, &c.—In 1850, Mr. R. Scott established his Factory of Axes, Edged Tools, Augers, and light forgings, at the St. Gabriel Locks. Mr. Scott's buildings are three in number, one of 116 by 24 feet, one of 72 by 30 feet, and the third 56 by 40 feet, costing over £6000. A large quantity of machinery is employed, including five trip hammers, a forge hammer, grinding and polishing machines, self-acting and other lathes boring machines, &c., &c., propelled by water, about 100 horse-power, from five horizontal wheels. It is capable of profitable extension. When at full work it employs 70, men and 6 boys, who are paid from 3s. 4d. to 14s. per day. From 100 to 120 dozen a day can be manufactured at these works. They have heretofore been principally disposed of in this City and Quebec, but the demand from Canada West is increasing, and as these goods are saleable in bond at New York and Boston, it is believed that a trade in them might be established with those cities and even in Europe. Some of the goods manufactured here took a First Prize at the Paris Exhibition.*

Messrs. Redmonds & Co., General Foundry, 11 Gabriel Locks,—Were established in 1854, in the present site, which is a large two-story brick building. The machinery used by Messrs. Redmonds & Co. is water-power, and they employ 30 men, at an average of 6s. 3d. per day, and send out 300 tons castings in the year.

Wm. Burry & Co., St. Gabriel Locks, Foundry, &c.,—Was established in 1583; hold two-story brick buildings, use water-power machinery, employ 70 hands at 7s. 6d. per day. About four-fifths of the manufactures of this Firm are annually exported. Messrs. Burry & Co. are about to enlarge their establishment so as to supply the increasing demands of their purchasers, which speaks well for the business.

Messrs. A. W. Ogilvie & Co.—Have a Custom Grist Mill here, established in 1852, in which they manufacture not only flour, but pot and pearl barley split peas, cracked wheat, Graham flour, Indian meal and *farine entière.* The building is of stone, three stories high, 70 feet by 36. It contains 5 pairs or runs of stones, 2 barley mills, and a pea splitting machine; cost about £2000, all driven by water, with 6 iron water wheels, having capacity for grinding 500 brls. wheat and 300 brls. coarse grain per day, and of preparing 150 brls. of barley, and splitting 150 brls. peas. About 20,000 qtls. *farine entière,* 8000 to 10,000 qtls. Indian Meal, 3500 to 4000 qtls. pot and pearl barley, and 1200 to 1500 qtls. split peas are produced annually, the *farine entière* and Indian meal being sold generally for home consumption, and of the barley and peas about one-third in Canada and two-thirds for the United States market heretofore. In June last, however, the United States Customs authorities refused longer to admit this barley under the Reciprocity Treaty, classed as breadstuffs, but have levied a duty of 25 per cent. upon it as a manufactured article.

FACTORIES ON THE CANAL BASIN.

City Flour Mills.—Mr. Gould built his Flouring Mill here in 1847. The Mill proper is 165 feet by 50, and five stories high. The storehouses attached, equal in capacity, a building of 240 feet by 60, and five stories high. They all cost £37,500 or $150,000. Twelve pairs of stones are employed, grinding 3500 to 4000 bushels of wheat, producing 700 to 800 barrels of flour each day. Including those engaged in preparing material and making barrels, this establishment employs 200 men, thus furnishing support to about 1000 persons. The amount paid yearly for labor alone is £7500 or $30,000. The capital constantly employed is about £50,000 or $200,000. The stock used yearly is valued at £187,500 or $750,000. The value of the manufactures produced, about £200,000 or $800,000. Very little of the flour is sold for home consumption, possibly one-eighth of the production; the greater part is exported to England, the Lower Provinces, and the United States. The coarse stuffs are principally disposed of in the City.

Mr. James McDougall has a large Flouring Mill adjoining, of which we have received no account. Both have elevators attached.

Foundry.—Mr. E. E. Gilbert's "Beaver Foundry" was established in 1849. Steam engines are manufactured here. The buildings are of brick and wood, covering an area of 12,750 square feet, and the yards and ground adjoining, about 7 acres. The buildings, machinery, land, &c., cost £13,450 or $53,800. From 60 to 80 men and boys are employed here, receiving weekly wages amounting to about £100 per week. During the six months ending 1st October last, £7300 or $29,200 were turned out of this establishment, all for Canadian use. Double the quantity could have been turned out.

The St. Lawrence Engine Works.—Messrs. Bartley & Dunbar, Proprietors, were established in 1850. They consist of:—1st, A Smith's Shop, 65 by 50 feet, with 9 fires with finishing and shearing machines, and a trip hammer, with which shafting 4 by 10 inches can be forged. 2nd, A Boiler Shop, 80 feet by 60, with 5 fires and a large quantity of machinery. Among the machinery is a punching machine, worked with a rack, whose work is mathematically correct, saving the tedious and expensive process of rimming holes to admit the rivet; and large rollers which will bend boiler plate lengthwise 9½ feet long, without hammering; and a hydraulic pump for testing boilers. The machinery here is driven by a 30 horse-power water-wheel. 3rd, Foundry, 70 by 60 feet, with facilities for making the heaviest castings required in this country. 4th, The Pattern Shop, 50 feet by 40, with accommodation for 10 or 12 pattern-makers. 5th, The Finishing Shop, 105 feet long by 50 feet wide, and three stories high, containing a large quantity of machinery of various sorts, of the best description, with the latest improvements, driven by a 25 horse-power water-wheel, and a 20 horse-power steam engine, when the water is drawn off the canal for repairs. The number of men and apprentices employed here is 160, receiving wages amounting to £190 or £200 per week,—they have gone as high as £325 per week. The work produced per annum is valued at £40,000, with capacity for extension to £70,000 or £80,000. The work done here, heretofore, has been for Lower Canada, with the exception of the iron steamer "Kingston," now plying between Toronto and Kingston. They are now executing an order for boilers for a powerful ferry steamer, which is being built by the Great Western Railway Company, for the Detroit River. They possess peculiar facilities, with a boat shed, &c., on the bank of the canal for the construction of iron boats, and fitting the boilers and engines into steamers. They have now under contract three iron vessels, for the Trinity Board of Montreal. They execute all sorts of boiler and engine work, heavy blacksmithing, iron and brass castings, and mill-work.

Messrs. Campbell & Jones, Canal Basin,—Established, in 1855, a manufactory of saws at the Canal Basin. They use machinery propelled by water of forty horse power. They produce about $15,000 worth annually, of which they sell to places out of Montreal about $8500. They have the necessary appliances to supply the whole Canadian market. This is, we believe, the first and only establishment of this kind in Lower Canada. Although very recently established the business is rapidly increasing.

Lymans, Savage & Co., Linseed Oil, Paint, Drug and Spice Mills,—Established in 1852. The building is 60 by 40 feet, built at a cost of £10,000, propelled by hydraulic power equal to four runs of stones. They employ from 30 to 35 men, paying about £50 wages weekly, with a capital of about £15,000. They manufacture 30,000 gallons of linseed oil, 500 tons linseed cake, 100 tons putty, and 25 tons of paint, grinding 20 tons drugs and spices, amounting in value to £30,000. 450 tons of linseed cake are exported to England, four-fifths of the remainder sent to places in Canada out of Montreal.

Saw Mills, &c.—There are several saw and planing mills in the City, but only a few returns have been received from their proprietors. Messrs. Grant, Hall & Co. built one at the Canal Basin in 1851, in which are employed 3 circular saws, 2 planing machines, and a barrel machine, propelled by a water-wheel, with 80 horse-power; 70 persons are employed by it. They can plane and dress 1,000,000 pieces, say, of flooring, and saw 10,000,000 feet of lumber per annum. It is all sold for home consumption, a 30 per cent. duty shutting out dressed lumber from the United States market.

Mr. T.D. Bigelow's, City Nail and Spike Works,—Were established over 60 years ago, with one or two machines, in 1839 he had 5 machines, propelled by horse power, and employing 20 men. After the water power at the canal basin was opened up to the public use, Mr. Bigelow removed there. He now uses 54 nail machines, 4 spike ditto, 1 shoe sprig and 1 tack ditto, with shears, grind-stones, &c., propelled by water. About 50 men and 10 boys are generally employed here, earning 15s., 30s., and some 90s., per week. The works are now turning out from 1200 to 1500 tons of nails per annum, and can, if pushed to their full capacity, turn out 2000 tons of nails and 500 tons of spikes.

There are besides, at the canal basin, another Foundry and Engine Works of considerable extent, of which Messrs. Milne & Milln are the proprietors; Mr. Berry's Sewing Machine Factory; an extensive Nail-Cutting Works, and the Messrs. Tait's Dry Dock and Ship Yard, of which returns have not been sent in.

FACTORIES IN THE CITY.

Messrs. Wm. Smyth & Co., Wholesale Boot and Shoe Manufacturers,—Began business in Montreal in 1843, keep 8 sewing besides other machines, and employ 80 hands, male and female, on whom £75 per week are expended. Messrs. W. Smyth & Co. received an award of medals both for superiority of work and cheapness, at the Paris Industrial Exhibition, and have likewise been favorably noticed since at Exhibitions both in Canada and the States.

Messrs. Brown & Childs,—Established in Montreal a very large establishment for the manufacture of boots and shoes, into which they have from time to time introduced the latest inventions and improvements of machines for shaping, sewing, &c. They employ 800 persons, and turn out about 100 pairs of boots and shoes daily, a large portion of which are sold to places out of Montreal.

Messrs. W. Hyatt & Co., Montreal Marble Works,—Hold large premises in Craig Street, have a capital of about £1500, produce manufactures to the amount of £3000 or £4000 yearly, mostly for home consumption. This business, though of late growth, has, in Messrs. Hyatt & Co.'s case, been making considerable advances for the last few years.*

Mr. Charles Garth, Coppersmith, &c.—Business established in 1838; holds a brick house, which, with lands attached, he values at about £4000; has numerous engines, boilers, &c.; keeps an annual average of 40 men and 12 boys, who get from £85 to £100 weekly; manufactures goods to the amount of from £15,000 to £30,000, two-thirds of which are for home consumption. Mr. Garth believes that this branch of trade may shortly, with the advantage arising from the opening of the Grand Trunk Railway, increase to ten-fold its present importance.*

Messrs. J. & W. Hilton, Cabinet Makers, &c.,—Commenced in 1845, have a capital of £15,000, hold a brick house, value £3000, have numerous engines, and employ on an average 82 hands, to whom they pay all £116 weekly. Their yearly manufactures amount to from £20,000 to £30,000, of which about two-fifths are exported. This branch of trade dates its rise in Montreal from 1820.*

Messrs. R. & A. Miller, Publishers and Bookbinders,—Were established in 1843, use various machines for cutting, &c.; employ 20 hands, at £60 per month. School Books, &c., amount to 20,000 copies per annum. Binding and ruling alone give a sum of £2400. Most of the books got up by this Firm are sent to Upper Canada. Business steadily increasing.

Mr. Hew Ramsay has also a large establishment of this sort. Particulars, not furnished.

The Committee subjoin a list of eleven other bookbinding establishments, employing altogether about 75 men, viz:—Weir & Dunn, J. Paislow, C. Bryson, R. Graham, E. C. Tuttle, F. C. & A. Dredge, W. McIntosh, Beauchemin & Payette, J. B. Rolland, Chapleau, and Lamothe.

* Other establishments of this sort, of whose existence the Committee are aware, not noticed, information not being furnished.

Messrs. Green & Son, Furriers, &c.,—Were established in 1832; hold a house valued at £4,000, employ 12 men and 115 females, at wages of £200 monthly. Messrs. Green & Son have a capital of £15,000, and of their manufactured goods one-fifteenth are for home consumption. They think that by having raw skin and furs from all countries free, and a judicious duty on manufactured articles, this trade might be extended to six times its present importance.

Messrs. McDowell & Atkinson, Wholesale Furriers, &c., 92 McGill Street,—Established in 1842, employ 20 men and 75 females, to whom they pay 233 dollars per week. Their capital exceeds £4000, and of their manufactures to the amount of £70,000 per annum, one-fourth is for home consumption. Messrs. McDowell & Atkinson have lately established a Factory for Buckskin Mits and Gloves, and will thereby be able to make those articles very cheap. They also make 3000 silk and from 4000 to 5000 fur hats in the year.*

John Henderson & Co., late Henderson, Brothers & Co., of Quebec,—Established in Montreal a branch of their business in the year 1844, and have been steadily increasing their business year after year; they now have one of the finest establishments in America, in their line, and are daily manufacturing some of the choicest Furs produced on this Continent, which always meet with ready sale. They employ upwards of fifty hands, and have a large capital profitably invested, and look forward with cheering prospects to the future.

Messrs. Moss & Brothers, Clothiers, &c.,—Were established in 1836, have a capital of £60,000, hold large premises, five stories high, give employment to 800 men and women, at £450 monthly, and of goods manufactured annually to the sum of £90,000 they send abroad about eleven-twelfths. Messrs. Moss & Brothers have all their work hand-wrought, and export American wares to Australia to the annual amount of £40,000.

Messrs. McMillan & Carson, Clothiers,—Commenced in May, 1854, have a capital of £2000, employ 43 hands, at £50 a week, and of goods manufactured to the sum of £10,000, £4,000 worth are exported.*

Mr. J. W. Crerar, Confectioner,—Was established in 1833; has a capital of £2000, holds a factory at a rental of £250, employs 7 males, at £450 a year. Quantity of goods sold for home amounts to £8250, for abroad £2750.

Messrs. John Aitken & Co., Shirt Makers, &c.,—Were established in 1851, have a capital of £3000, employ 300 women, manufacture goods to the amount of from £9000 to £10,000 annually, of which one half is for home consumption.

Mr. S. B. Scott, Shirtmaker, &c.,—Factory established in 1854; has a capital of $6000, uses 10 sewing machines, employs 100 men and women, manufactures to the amount of $25,000, about one-half of which is for home consumption.

Mr. E. S. Normandeau, Carriage Maker,—Was established in 1851, has capital of £500, gives employment to 8 men, at £10 weekly, manufactures about 100 vehicles, at from £5 to £60 each, all for home consumption.

Mr. Martin Gravelle, Carriage Maker,—Was established in 1841, has a capital of £3000, rents premises at £50 per annum, employs 10 men, at from 30s. to 42s. 6d. a week, makes carriages to the value of £3000 yearly, all for the Canadian trade. Mr. Gravelle says that the improvements in his line are constant and marked, owing to the great competition, which also renders the profits very low.

* Other establishments of this sort, of whose existence the Committee are aware, not noticed, information not being furnished.

Mr. Michael O'Meara, Carriage Maker,—Established in 1820, produces manufactures to the amount of from £10,000 to £15,000, nearly all for home consumption. Mr. O'Meara thinks that this business in Montreal is of a purely local nature.

Mr. Joseph Tees, American Carriage and Sleigh Maker,—Employs 12 men, at £20 per week, manufactures goods to the amount of £2750 per annum, half of which is for home consumption. Mr. Tees received the First Prize for a light pleasure carriage, built on a new system, at the Provincial Exhibitions lately held at Kingston and Three Rivers. Mr. Tees thinks that this trade is increasing in Montreal, and that carriages can be made here to compete in quality and cheapness with any on the Continent.*

Manufactures of Tobacco.—Previously to the Reciprocity Act and Treaty, Leaf Tobacco of the growth of Canada West was sent here annually for sale. Since the free admission of United States, this has no longer been the case, the cultivation having been partially abandoned. A little tobacco is grown also in Lower Canada, but the climate does not permit it to ripen properly here.

The imports of unmanufactured tobacco from the United States in 1855 amounted to 719,000 lbs., of which 263,000 was brought to Montreal. There are twelve establishments here engaged in the manufacture of Tobacco, Segars and Snuff. The total import into Canada of segars last year was 5311 mille, of which only 1660 mille were brought to Montreal. About four millions are said to be manufactured here, giving employment to 100 persons. Six of the above establishments are principally engaged in the manufacture of snuff, of which five use steam power. The importation into the Province last year was 37,875 lbs., of which Montreal imported only 1614 lbs., there being manufactured in this City at least 250,000 lbs. Messrs. Joseph & Co., and Levey & Co., are the only persons who furnished the Committee with returns, the latter stating his manufactures at 25,000 lbs. snuff, 250 mille segars, and 160 cwts. of various kinds of tobacco, sold about half in Lower and half in Upper Canada.

The Eagle Foundry, in Griffintown, of which Mr. Geo. Brush is the present proprietor, was established in 1823, and here and at the St. Mary's Foundry (the latter having been closed since the opening of the canal factories) were for many years manufactured all or nearly all the engines used in the steamers upon the St. Lawrence and elsewhere in Canada. The Eagle Foundry, notwithstanding the competition of its new rivals, is still at work, having a complete set of shops and machinery for the construction of Engines, Boilers, &c., in which are employed about 100 men.

Mr. W. Rodden has an extensive Foundry in the City also, of which the Committee have been unable to give an account. Of Mr. C. P. Ladd's Foundry also, where, as in the first named Factory, large quantities of stoves are manufactured, the Committee have received no account.

Mr. C. S. Rodier, Jr., Threshing Machine Maker,—Was established in 1851, holds a large wooden building, uses steam, employs 36 men, at 6s. 3d. a day, and makes yearly 250 machines, all for Canada.

Mr. John Smith, Manufacturer of Threshing Machines, &c.,—Was established in 1853, holds a two-story brick shop, which, with some adjoining houses, &c., cost 4000 dollars, uses water power, employs 35 men, at 200 dollars a week, has a capital of 30,000 dollars, manufactures yearly goods to the amount of 30,000 dollars, *for both Provinces.*

Messrs. B. P. Paige & Co., Patent Threshing Machine Factory,—Established in 1848, occupies four main buildings of about 100 feet by 50 each, besides out-buildings. There are filled with machinery of the best description, propelled by a 50 horse-power steam engine. The cost of the establishment was £12,500; 175 men and boys are employed there, at wages of £600 per month. About £37,000 capital has been embarked, £25,000 worth of products turned out annually; half sold here and half exported. There is an increased demand both for home consumption and export, and the business is steadily increasing.

Wm. Johnson & Co., Threshing Machine and Agricultural Implement Factory,—200 by 150 feet, cost £1500; machinery propelled by a 20 horse-power engine; from 60 to 100 men employed, to whom is paid about £300 per month £8000 of manufactures turned out last year, and the Factory could manufacture as much more. The machines are copied from Pitt's Patent, first imported here in 1842.

Mr. Wragg's Nail Factory, William Street,—Occupies a two-story brick building, uses steam power, has 25 nail-cutting machines, keeps 30 men, at 6s. 3d. a day, and makes annually 900 tons of nails.

Mr. Wm. Burry, Millstone Factory, 324 St. Joseph Street,—Was established in 1840, employs about 10 hands, at an average of 10s. a day, manufactures yearly about 50 pairs of millstones, of which 5 per cent. are sold for home consumption. Mr. Burry intends importing his stock direct from France next year, and promises to furnish the goods connected with this business as cheaply as any in Canada.

Mr. Neil Doherty, Manufactory of Tobacco Pipes,—Was established in the year 1850, has now a capital of £15,000, employs from 20 to 25 hands, and manufactures yearly from 4500 to 5000 boxes, which are all consumed in the Canadas.

Messrs. John Mathewson & Son, Soap, Candles, and Oil Manufactory, Inspector and College Streets,—Was established in 1821, hold a three-story stone and brick building; have all their work done by steam, and employ 38 men, at £45 per week. A large quantity of very excellent wares are turned out of this establishment.

There are several other large establishments of a similar nature in the City, but we have no farther returns.

George Perry, First Prize Fire Engine Factory.—This Factory was established in 1848. Efforts have been made to produce the very best work. As a proof of the result it is only needful to mention that an Engine produced in this factory obtained a Prize Medal at the Great Exhibition at London in 1851, and a first-class Medal at Paris in 1855. The effect has been to give this factory orders from all parts of Canada, and from France, England, and the Lower Provinces. Shortly after the London Exhibition, an engine was ordered from, and sent to parties in British Guiana. The prospects of the establishment are good, and the opening up of the Western Canadian market during winter by railway is giving it additional work, parties coming here for engines who might have gone to the States. The number of small engines manufactured here is too large to give in detail, but during the past year Mr. Perry has turned out the following first-class engines, viz:—one for Grand Trunk Railway Works, Point St. Charles; one for Orono, C. W.; one for Liverpool, Nova Scotia; one for Woodstock, New Brunswick. Several others are now in course of construction.

Mr. William Perry has also a Factory of fire engines. Details not furnished.

Mr. R. Dean, Trunk, Bellows and Mail Bag Factory.—He makes 3000 trunks and valises, 100 pairs bellows, 400 to 500 different kinds of mail bags, per annum, worth about £6000. Received first prizes at Provincial Exhibition, and honorable mention at the London Exhibition.

Mr. Charles Linley—Manufactures Circular Patent Double-blast and Long-shap Bellows, Portable Forges, &c., using a steam engine to propel circular and upright saws, &c. He turns out 600 pairs per annum, and might, with his present machinery, double the product. Three-fourths of his manufactures are sold to places out of Montreal.

Messrs. E. Atwater & Co.,—Have recently established here a Copal Varnish Factory in which they manufacture about 500 barrels per annum, and are fast driving the imported out of use.

Mr. Clark Fitts, Biscuits and Cracker Bakery,—Established in 1827; uses two shops with machinery, manufactures 4300 barrels, worth about £5925, sold principally in Lower Canada and eastern part of Upper Canada.

Mr. Tilton manufactures ship and other biscuit to a considerable amount.

Messrs. Withall & Hood, Soap and Candle Factory,—Established in 1850, occupies two buildings, 100 feet long and 3 stories high, the machinery propelled by steam. Thirty men are employed, and turn out 20,000 boxes soap and 10,000 boxes candles per annum, worth about £36,000, all sold in this market and Quebec.

Paper.—In addition to the manufactures in Montreal itself, it may not be improper to notice some of those factories in the vicinage, for which Montreal is the chief depot and market. Among these is the Paper Manufactory of the Firm of Alex. Buntin & Co., Montreal, and W. Miller & Co., of Beauharnois, who have taken advantage of the water power, of the Beauharnois Canal. The manufacture of paper seems to have been attempted in Lower Canada about 40 years ago, but one by one the old works were abandoned and allowed to go to ruin. It was only 15 years ago that this manufacture took a firm footing. The manufacture and business mentioned above was established by Mr. W. Miller in 1834, but the present Factory on the Beauharnois Canal has been put in its present effective state within a few years past. The Factory consists of substantial stone buildings in form of a square, three stories high, front 90 by 50 feet, right wing 120 by 40, left 40 by 30, and rear 90 by 40, erected at a cost, for building and machinery, of £12,000 or $48,000. The machinery employed consists of one 84 inches wide Fourdrennier Paper Making Machine 5 large iron engines, 2 large revolving boilers for steam boiling the materials, another steam boiler for heating and drying purposes, and a variety of other machinery of the best description, all propelled by water-power, which is here afforded them to an almost unlimited extent. The works are capable of indefinite extension, as the market improves and is extended. 26 men and 45 women are employed here constantly, with occasional assistants, besides the large number engaged in collecting materials. Wages paid, about £400 per month. About 500 tons are annually manufactured here, worth £34,000, the capital permanently invested being about £25,000 or $100,000. One-third is sold for Lower Canada consumption, the other two-thirds to Upper Canada. Export is prevented by high duties in Britain, the United States and sister Provinces.

At Sherbrooke, which is brought by the Grand Trunk Railway within very easy access of Montreal, Mr. W. Brooks established a Paper Mill in 1846, the produce of which is almost altogether sold in Montreal, Mr. J. Dougall being the agent. It consists of three buildings, one of brick and stone, 80 by 50; the others of wood; all erected at a cost of £6000 or $24,000. It contains six engines and two paper machines, propelled by water-power. The manufactures annually amount to about £10,000 or $40,000, the capital embarked being of a like amount. It might be doubled.

The Portneuf and Wood End Paper Mills,—Though situated at some distance from Montreal, take the greater part of their material thence, amounting to about 1,600,000 lbs. rags and other stock, besides chemicals, &c., and sell nearly all their paper through Mr. Chalmers here. The Factory was established in 1840; the two mills having cost £25,000; four engines and a Fourdrennier machine being employed in one, making writing and printing paper, and three engines and a Fourdrennier machine in the other, making wrapping papers. All are propelled by water, about 85 horse-power being used; 46 men and 50 women and boys are employed, to whom about £300 are paid monthly. About £35,000 capital has been embarked. About 1,200,000 lbs. of paper, worth about £25,000, is manufactured here per annum. Of this about £9000 finds a market at Quebec; the rest comes to Montreal, say £5000 for consumption here, and the remainder sold to Upper Canada. The proprietors of these mills are now manufacturing a considerable quantity of writing as well as printing and wrapping paper.

We are informed that about 1200 tons of rags are collected here each year for these factories and for export, at prices varying from 2½ to 4 cents per pound.*

At Sherbrooke, Mr. Loomis established a Woollen Factory in 1842, with 756 spindles, and 9 looms, besides cards, machines, jacks, &c., driven by water-power. The annual produce is about 60,000 yards of woollen goods, worth about $36,000; the capital embarked being about $25,000. The goods are nearly all sold by Mr. Dougall, in Montreal.

Stained Glass.—Mr. Spence has an establishment for this description of work.

As shewing the excellence of Montreal manufactures, a list is subjoined of those which obtained medals, when competing with the World at London and Paris. The following medals were awarded to Montreal manufactures, at London, in 1851, viz.:—

George Perry, First Class, for a Fire Engine.
Robert Morris, " " for Saddlery.
J. Robb, " " for Biscuits.
Hon. J. Ferrier, " " for Iron.
C. T. Palsgrave, " " for Type.

The following were awarded at Paris, in 1855, viz.:—

George Perry, for a Fire Engine, First Class Medal.
Lymans, Savage & Co., " "
John Ostell, Blinds, Sashes, &c... " "
W. Rodden, Machine Table, .. " "
D. Munro, Planing Machine, .. Second Class "
B. P. Paige, Threshing Machine,.. " "
A. Cantin, Ship Models,.. .. " "
R. Scott, Edge Tools, ... " "
J. J. Higgins, Axes, ... " "
W. Parkyn, Shovels, ... " "
J. & W. Hilton, Furniture,. .. " "
Montreal Rubber Co., Rubber Shoes " "
C. Fitts, Biscuits, ... " "
W. Smyth; Shoes and Boots .. " "
E. Idler Cured Provisions,.. .. " "

CONCLUSION.

We have thus given, in a concise form, a description of the commercial advantages enjoyed by Montreal, and the disadvantages which have, from time to time, hindered her progress; and have added an imperfect sketch of her manufactures as yet in their infancy, but growing and in a healthy condition. The navigation to the West was obstructed by rapids and cataracts. The enterprise of the Province has overcome these obstacles by a chain of canals unrivalled in the world. Large vessels, suited to the modern requirements of trade, could not come here because of shoals in Lake St. Peter. The enterprise of the City of Montreal, almost entirely unaided, is fast digging a channel of 20 feet in depth through these shoals, and has already, as we have elsewhere stated, increased its depth from 11 to 18 feet. Railways diverted traffic to the ports on the seaboard of the United States, which were made convenient of access by them, summer and winter, to Western buyers. Montreal commenced and carried through railways to winter ports on that seaboard, for her own accommodation. The Province has built this new railway to join her to the rich wheat-fields of the West. Steamships, liberally subsidized, drew a good deal of our traffic with Europeans, over the railways of the United States to their seaboard cities. Canadians have met this by a line of steamships of their own, subsidized by themselves, and in this new mode of competition they have met with a triumphant success. The difficulties presented by the land-locked navigation below Quebec to sailing vessels, alluded to elsewhere, are being speedily obviated. Powerful and swift tugs of the very best description are now employed in assisting these vessels through that portion of their voyage, and their use is already reducing the rates of insurance. The Government of the country is fast lighting all the lower St. Lawrence, so as to render its navigation as safe as any in the whole world. Finding this navigation best adapted to vessels propelled by steam, some of our enterprising ship-owners propose to fit their first class sailing vessels with auxiliary screws to be used after entering the gulf, inward bound, or in getting out to sea on their outward voyage. Though, in the past, they may, in some respects, have been too slow to adapt themselves to the changing phases of modern commerce, yet there is, in the facts we have stated, proof that the merchants and citizens of Montreal,—nay, the whole people of Canada,—are fully awake to the requirements of the age, and are determined not to lag behind. There is ample ground for the belief that a day bright with unexampled commercial success has just dawned upon them, that the merchants and manufacturers of the East are about to participate in the great prosperity which the agriculturists of the West have enjoyed for some years past, and that the whole of Canada will continue to advance steadily in that career of progress and prosperity, on which it has so auspiciously entered. Bound to Western Canada, not only by political and social ties, but by their great lakes, and the majestic river in the mid [illegible] she is planted; and by this newly forged iron link; connected with the fertile prairies of the Western States by these same avenues of commerce; an eastern City herself, and sharing the fortunes of the eastern seaboard of this new world, Montreal can only hope to prosper with the prosperity of those with whom she is thus allied. Her fortunes are bound up with theirs alike by natural causes and her own endeavors, and she may fairly hope to win a good share of the wondrous prosperity which has been vouchsafed to them.

---

* For two or three years previous to the passing of the Reciprocity Measures, the manufactures of wood here were very extensive and flourishing, and large quantities were exported. Mr. Ostell informs us that he shipped the products of his Factory in large quantities to New York, New Orleans, and other places in the United States. Messrs. Grant & Hall were also exporters of large quantities of manufactured lumber to the States. Then the duty was levied on both unmanufactured and manufactured lumber; now the unmanufactured being admitted into the States free, and the duty being still levied on the manufactured, the United States manufacturer is protected to the almost entire exclusion of the Canadian from that market.

* In furnishing us with these particulars, Mr. Scott also called attention to the fact that the material principally used here, and at a disadvantage, is English refined iron. He believes that no more profitable manufacture could be entered upon here than one of scrap and bloom iron. Ore and fuel are both more plentiful here than in New York and other States of the Union where this manufacture is carried on to a large extent, our ores being exported for their use. Most of the Engine and Railroad uses employed here are imported from the States. It would be well for our capitalists also to ascertain how far Mr. Bessemer's recent invention may be turned to account in smelting our own ores.

* Other establishments of this sort, of whose existence the Committee are aware, not noticed, information not being furnished.

* Mr. Russell's Lorette Mill is the only other establishment of the kind in Lower Canada, and this too sends no inconsiderable share of its manufactures to Montreal for sale.

ANIMOS NOVITATE TENEBO. OVID.
THE MONTREAL HERALD

THURSDAY MORNING, NOV. 13, 1856.

Owing to the immense demand for the *Herald* of yesterday, we republish this morning the whole of the proceedings of the Celebration in a double sheet, containing seventy-two columns of reading matter and advertisements.

DETAILED PROGRAMME OF THE Entertainments at the Railway Celebration,

ON WEDNESDAY and THURSDAY,
The 12th and 13th of November.

TRADES' PROCESSION.

On the morning of WEDNESDAY, the 12th instant, the Procession of Trades' took place as follows:

THE GRAND PROCESSION.

Captain Hays,
Chief of Police—Mounted.
Division of the City Police.
Carters on Horseback.

Asst. G. M.	GRAND MARSHAL.	Asst. G. M.
Capt. Lyman.	Major Wily.	Capt. Rodden.

NUNN'S BAND.

Montreal Fire Brigade,
Under the direction of Capt. Bertram, Chief Engineer of the Fire Department, and M. Moses, 2nd Assistant Engineer.
Marshal, Capt. Fletcher, 1st Asst. Engineer.

Montreal Fire Co.,	No. 1	Hose Company,	No. 7
Neptune "	No. 2	Union "	No. 8
Protector "	No. 3	Hero "	No. 9
Queen "	No. 5	Hook & Ladder	No. 10
Voltigeur "	No. 6	Hook & Ladder	No. 11

Horticultural and Agricultural Societies.

HARDY'S BAND.

A Tribe of Indians in their War Paint, with Feathers.

Asst. do.	Chief Marshal	Asst. do.
A. M. Farley	Trades Procession	A.W. Ogilvie
Esq.	John Grant, Esq.	Esq.

SECTION I.

Fine Arts—Dr. Bernard, Marshal.

Painters, Glass Stainers, Dentists, Architects, Engravers, Daguerreotypists, Carvers and Gilders, Musical Instrument Makers, Plaster Figure Makers.

The following carriages followed, with the articles mentioned exposed in them, and mottos, viz:—

A cart filled with apples, pumpkins, cauliflowers, and other vegetable products, from Mr. Cockburn, late Cockburn & Brown.

Agriculture, the First Employment of Man.

A waggon with organs, pianos, harmoniums, &c., the manufacture of Warren; also gilt organ pipes.

Ditto, the manufacture of Abner Brown,

Protect Home Manufacturers.

A cart with musical instruments from Seebolds, the bottom of the cart ornamented with blue and pink cloths.

Painters bearing a banner inscribed with

Peace and good will,

filled with articles of their manufacture.

The Indian Rubber Company's waggon, especially a great boot,

Nothing like Leather.

About one hundred and twenty men followed, all wearing Indian Rubber Capes and Caps.

Redpath's Sugar House Waggon. Ornamented with blue cloths on gilt letters, with a model of the Sugar House in red brick. Behind a banner with a picture of a sugar condenser. About fifty men following dressed in white caps, white trowsers, and bearing banners with various devices.

SECTION II.

Leather, &c.—C. Brown, Marshal.

Shoemakers, Saddlers, Tanners, Bellows Makers, Trunk Makers, Hose Manufacturers.

Shoemakers in a large cart drawn by eight horses; the cart filled with boots and shoes. The sides of the cart were decorated with colored calicos and mottos.

Montreal is the best place for "manufactures in America."

Les journaliers de Montréal sont les egaux de tous les autres.

"The workmen of Montreal are equal to any."

About five hundred men followed with white favours in the lappels of their coats.

Dean's Trunk and Carpet Bag Manufactory.—A waggon filled with valises, leather trunks, carpet bags, &c., making a very fine show.

SECTION III.

Oil, Soap, &c.—P. M. Christie, Marshal.

Soap and Candle Manufacturers, Oil Manufacturers.

Oil, Soap, &c.—P. M. Christie, Marshal.

Soap and candle Manufacturers, Oil Manufacturers.

John Mathewson, Esq., driving himself in a headed buggy.

A waggon with two ornamented casks from Mr. Mathewson's factory, one marked

Oil for Machinery,

The other,

Oil for Cars.

Arranged above these, were numerous smaller casks, supposed to contain oil.

Following, was a cart filled with boxes of Mathewson's soap, adamantine candles, &c.

Fifty men walked after these vehicles.

Christie's Candle-Works.—Represented by a cart loaded with boxes of candles.

Montreal Express Company.—Two carts, each bearing a large flag and packages of merchandize.

SECTION IV.

Woollens, Cottons, &c.—J. Galbraith, Marshal.
Weavers, Tailors, Shirt Manufacturers, Hatters and Furriers.

A barouche, with several ladies and a flag, intimating that they represented Scott's Canadian Shirt and Collar manufactury.

A waggon loaded with articles emblematic of the produce of Harris' Montreal Mills; viz: Blankets, Satinets, Bed-ticks &c., in bales.—There were banners over this carriage, and about fifty men followed.

A waggon with a number of McLennan's Sewing Machines.

A large waggon of Furs, very artistically arranged. There were a bunch of snow shoes in front; a beautifully made up sleigh robe behind; and the sides ornamented with mittens, boas, cloaks, &c., &c.

SECTION V.

Metals.—W. P. Bartley, Marshal.

1st Car and men representing the St. Lawrence & Champlain R.R.
2nd Car or Engine representing the G.T.R.R.

This car was drawn by 8 powerful horses, and had in it a large steam engine at work, with a tender following it loaded with firewood.

The next car was that of Messrs. Bartley, Dunbar & Co., with various parts of the steam engine carried upon it. Over the car was a large banner repesenting blacksmiths at work. This was followed by a cart containing a large cast of a steam engine's cylinder.

Rogers and King. A cart with a very beautiful iron railing.

Mitchell's brass working establishment. This and the other establishments were represented by a procession of two men bearing banners, having thereon the words

Mitchell, Brass Founder and Worker.

Following were six men bearing beautifully burnished brass rods, from the centre of which depended a chandelier of fine workmanship. They were followed by some nine or ten couples bearing each a piece of ornamented brass work in the style of a mace.

Higgin's spade, axe, and tool works were represented by a cart containing specimens of all these different articles of manufacture.

Perry's fire engines were represented by a beautifully painted and ornamented engine on a car.

Rice's wire works. Specimens of all the descriptions of work from the manufactory of Mr. Rice, were borne in a cart in the procession.

The next car contained a complete model of a nail-cutting machine at work, and this represented the establishment of Messrs. Holland, & Co.

SECTION VI.

Wood.—A. Larose, Marshal.

Cabinet Makers, Carpenters and Joiners, Lumber Manufacturers, Coopers, Window Sash Manufacturers, Plane Makers, Carriage Makers, Undertakers, Chair Makers, Car Manufacturers.

Two carts following were loaded with planks, from the mills of Mr. Brewster; and these were followed by workmen bearing small circular saws on poles.

Byelon's Nail Factory was represented by a

Strike the Nail while it is hot.

A cart of Mr. Linley's with smith's forge and bellows.

Cart from Mr. Tees' establishment, with a headed buggy which took the first prize at the exhibition.

Johnson & Smith's full sized threshing machine on a cart.

Ouimet, Carriage maker.—A brougham of elegant workmanship on a car.

Hilton, & Co.—A quantity of very elegant furniture chiefly of black walnut under a canopy of coloured glazed calico arranged in festoons.

The Carpenters and Cabinet Makers of the city were represented by a large waggon in which mechanics connected with those trades were at work.

The waggon was followed by a large banner, and a procession of about one hundred and sixty men carrying a number of small pennons on which were painted planes, axes, and other tools.

SECTION VII.

Stone, Marble, &c.—A. Wand, Marshal.

Masons, Stone Cutters, Marble Cutters, Plasterers, Brick Makers, Bricklayers, Slaters.

The Stone Masons came next in a cart, with blue housings and a motto—*Rien n'égale la pierre*—about thirty-five men followed. A cart from Hyatt's Marble Works followed, drawn by four horses, with slabs of marble and handsome carving.

The Bricklayers were represented by a cart of of the "Genuine Bricks."

Gorman—A cart with pillars of scagiola, or patent marble.

Reed and Rayner.—A model of a house roof covered with slate. The men attending it all in smart red jackets; followed by a flag.

The Sash and Door makers were represented by a very large car drawn by ten horses; having a steam engine at work, which set in motion a variety of cutting machines, employed in planing, tonguing and grooving, and similar operations. The front of this car was ornamented by a banner having upon it a powerful sketch of the British Lion. We noticed banners, besides, which indicated that Messrs. Grant and Hall, McGauvran and Esplin, were jointly concerned in this demonstration made in connection with a very important branch of our manufactures.

The car was followed by about fifty men, workers in these trades.

Ostell's Sash and Planing manufactory was represented by a car drawn by eight horses, with steam engine, planing machines, flags, saws, &c.

Sixty men followed.

The Printers, were represented by a waggon bearing a small power-press worked by hand, from the establishment, we believe, of Messrs. Owler & Stevenson.

About sixty men followed.

SECTION IX.

Miscellaneous.—S. P. Tilton, Marshal.

Bakers, Confectioners, Druggists, Millers, Butchers, Rope Makers, Brush Makers, Broom Makers, Hair Dressers, Pipe Makers, Expressmen, &c., &c.

Clarke Fitts sent a cart with a great quantity of his bread and biscuits.

Lyman Savage, & Co., were represented by several vehicles. The first containing a still, and several boxes of patent medicines. In another was a quantity of putty with the sound advice

Putty your Windows.

In a third were barrels of linseed oil from the Mills of Messrs Lyman, & Co., on the Canal.—There were thirty-five men following the vehicles of Messrs Lyman, & Co.

The Butchers made a most formidable and jolly feature in the exhibition. They were about fifty strong, all looking the very picture of robust health; mounted on horses of as respectable appearance as their own. Every man had on a bright blue apron, one corner turned up so as to display to advantage the manly thigh of the wearer on the left side, while the right was girded with that peaceful but professional weapon, a polished steel.

"He was a jolly butcher lad, with apron of blue,
He sold the meat on Saturday on Friday think
he slew."

At the head of this stalwart procession was a cart drawn by ten horses, and presenting a very fair resemblance to a Butcher's stall at *Mardi Gras.* On the top of it was the representation, as the artists say "in the round," of an animal which was stated to be the largest ox in the world. The skin now stuffed, had, it is presumed, once covered an animal having those attributes.

A cart with a number of putty makers, busily engaged at their work, followed; and then a car-load of iron articles of various kinds, chiefly fancy castings, we presume, from the stores of Rodden & Meilleur. Some sewing machines, of Mr. Benny's manufacture, were in the same waggon.

The following were the decorations in the streets:—

Great St. James' Street.

Montreal Post Office, British and French flags; Weir & Dunn, stationers, French and British flags; John Jones, auctioneer, variety of French, English, and other flags; T. Ireland, engraver, variety of English, French, Union Jack, and other flags; Mr. Farquhar, two English and one French flag; C. F. Hill, auctioneer, English and French flags; K. W. Hilton, variety of flags; Mechanics' Institute, twelve flags (varied.)

Reading-room, Tri-color, Union Jack, and some other flags; A. & S. Nordheimer, British flag; D. McArthur, French and English flags; J. Browning, Ottawa Hotel, had a grand transparency with varied mottoes.

McGill Street.

F Carlisle, carver and Gilder, H. Morgan, Dry-goodstore, J. H. Innis, hair-dresser, &c., and Messrs. Tees & Ray, grocers, had also a number of varied flags—and in a number of other streets in the city, flags, banners, &c., bearing mottoes, such as "Success to the Grand Trunk," "Weleome to Montreal," "Success to the Victoria Bridge," &c., &c., were displayed in various parts of the city. The fountain in Place d'Armes and Haymarket-Square were in operation during the day, and attracted a large number of spectators in their vicinity.

Notre Dame Street.

Robert Dean, Trunk store, English and French flags;
S Boyce, Perfumer, English and French flags.
Louis Gerard, French flag;
Mr Hayward, Trunk maker, French flag;
Mrs Robinson, Union Jack;
Mr Aikin, English and French flags;

Montreal "Herald" Office.—A large transparent view of the Victoria Bridge, extending the length of the building. In the evening the upper story was brilliantly illuminated with the letters "M. H." in gass.

Mr. McPherson, Watchmaker, opposite the Seminary, had a fine view of a Railroad bridge, over which the cars were seen running by means of clockwork;

St. Patrick's Hall displayed handsome and costly banners of the Society, as well as national flags;

S. Jones Lyman, English, French and United States flags; W A Townsend, an immense Union Jack; Auge & Roy, French and English; Extending across the street, from Beny Bros. to J. Levey's, were suspended two Union Jacks, and one Turkish; H & H Merrill, French flag; J. Jodoin, English and French; Mr. Sloan, bootmaker, Union Jack; Mr. Boulanget, Merchant Taylor, Union Jack, English Ensign, Turkish and Sardinian; Mr Berthelot, Grocer, French; Mr Mares, Sadler, large oil paintings of views in Wales and Ben Lomond, with a railway between. On the upper story two vases of flowers, with Crown; across the street from Donegana's Hotel, were three large flags, U. S., French and English; Mr Mussen, Dry Goods, and Carpet warehouse, Union Jack, Sardinian, French and Turkish; F Trigg, fancy store, St. George's Cross, French and Union Jack; Mr Holland, fancy store, Union Jack and St George's Cross; suspended across from T Bell, bootmaker, to Mr Warren, tobacconist, was a large Union Jack; Simon Hart, jeweller, the banners of the Odd Fellows Lodge, Manchester Unity. The cost of these was £160 sterling; John O. Brown, furrier, large Masonic Emblem; from Savage & Lyman's, jewellers, across to Mr Leonard's grocery store, were suspended the Union Jack, United States flag, and trade emblem; Mr Pelletier, bootmaker, French and English flags; Mr Brahadi, furrier, French; Mr Gauthier, merchant tailor, French; Mr Badeaux, dry goods, 2 French and 1 English flags; Canadian Institute, English and French flags; Mrs McLeash, No 46, English; and Dr Picault, French flag.

St. Paul Street.

In this street Messrs. Carter & Cowan and Messrs. Corse & May displayed a variety of national flags; L. O. Guilmette, Union Jack and two French flags; Racicot & Pelland, French and English flags, banners, &c.; Jacques Grenier, do do; Villeneau & Lacille, French, English, and other emblems; Roy & Duford, several Union Jacks; Hotel du Quebec suspended from their building a number of flags; Albion Hotel, French flag and Union Jack; F. Brais, two Union Jacks; H. Calf, French flag and Union Jack; V. C Bromel, Union Jack; W. R. Brown variety of flags; C. Jackson, French flag.

St. Antoine Street.

In this Street A Walsh and Mrs. Hall displayed a great variety of flags. Mr. Peltire's Union Jack and French Flag; Miss Abbott's Seminary French Flag; Mr. Jean's French Flag; Mr. Leduc's French Flag; Mr. Gravel's French Flag and Union Jack; Mr. Nelson's Union Jack; J Black's Union Jack; E. Ouimete's French Flag and Union Jack; C. Russell, a variety of Flags; W. Fitzgerald's Union Jack; A. Koester's Union Jack; Mr. Torrance's French Flag; O. Faucher, a great variety of Flags of all nations.

Torch-Light Procession.

About eight o'clock our spirited and indefatigable Fire-Companies, headed by their bands, marched, in Torch-light procession, through the principal streets, between Dalhousie Square and the site of the New Water Works Reservoir, above Sherbrooke Street. The streets were densely crowded with our citizens and their welcome guests, and it would be difficult to conceive a more gay and brilliant scene than that of the procession, each man either bearing a beautiful banner, a brilliant transparency or a burning torch. At the Reservoir, the crowd and procession were greeted with a fine display of rockets and other fireworks—but *the* display, we should mention, will be given this evening at the Island Wharf.

THE BANQUET.

A large concourse of people assembled at Point St. Charles at about 1 o'clock in the afternoon, and there was a very considerable crowd and pressure to get through the passages from the entrance shed to the apartment prepared for the dinner.

At the depot there was a splendid triumphal arch, which was decorated with ever-greens, and a number of variegated lamps, with the fellowing words in large letters—"Welcome to Montreal," and "Concordia Salus."

The Governor General arrived shortly before two o'clock, and was received by a guard of honour of the Light Company of the 39th Regt., under Major Currie, with the regimental colours

On entering the rooms, the coup d'œil which presented itself was extremely handsome.

The dinner took place in one of the large buildings of the Grand Trunk Company at Point St. Charles. This building afforded a splendid apartment of three hundred and eighty feet long by some ninety feet broad. Accomodation was provided for four thousand four hundred persons.

The Governor General's table was placed in the middle of the room against one of the side walls, having the orchestra as a *vis a vis* on the other side. At this table the following gentlemen were seated, viz:—

His Worship the Mayor as President;
The Governor General;
The Anglican Bishop of Montreal, and Judge Day, on the left;
Lieut. Gen. Sir William Eyre, K C B.
Colonel Tache;
Senator Wilson, of Massachussetts.
Sir William Logan;
Sandfield Macdonald:
Mr. Cauchon;
The Hon. John Ross;
Hon. Colonel George Moffatt;
Mr. Terrell;
Mr. Cartier;
Mr. Lemieux;
Mr. Cayley;
Mr, Holton;
Mr. Millard Filmore;
B. Robinson, Mayor of Toronto;
Mr. Rice, Mayor of Boston;
Ex-Governor Kent, of Maine;
Mr. Liddell, Portland;
Mr. Pennefather, Secretary to His Excellency.

The members of the Executive Committee sat at the ends of the tables between the Governor General's table and the orchestra. The tables numbered, in all, seventy-four, on the general plan, beside the side tables and the table of the Governor General; and the average of persons at each table was fifty-six, every man being allowed twenty-two inches space. There were upwards of fifteen hundred yards, or very nearly a mile, of table cloth, and of course four thousand four hundred knives and forks, and as many spoons, tumblers, and wineglasses. The lineal space occupied by the persons who partook of the dinner was therefore some 8000 feet on nearly one mile and three quarters. These dinner arrangements were, we believe, under the direction of Mr. Perry. The decorations which were got up by Mr. Spence, were also very beautiful. The roof of the building is supported by a number of rafters trussed at intervals—if trussed be the proper techincal word—with perpendiculars falling at intervals from the ridge. From these rafters and perpendiculars bunches of flags were hung diamond wise throughout the building; there being three flags, the English, French, and American in each branch.

The walls were also decorated with mottoes, names and other devices. In the walled space between each window and higher than the top of the window a star is fastened to the wall from which a wreath of mosses falls in a loop, the other extremity of which is fastened to the next star. Below the stars, are anagrams of the Grand Trunk Company, a union letter combining the initials G. T. R.

Over the windows are mottoes, names, and the names of places, which we copy; beginning at the wall to the back of the Governor's table, and on his left hand. These inscriptions which were printed in gold letters on a green ground run thus:—

"Unanimity is the bond of friendship."
"Laplace,"
"Paris,"
"Lavoisier,"
"Dublin,"
"Rennie,"
"Glasgow,"
"Nothing is impossible to skill and industry."
"Industry is never unfruitful."
"Business is the salt of life."
"Men climb to honors by prudence and industry."
"Naples,"
"Guttenberg,"
"London,"
"Liverpool,"
"Whitney,"
"New Orleans,"
"Bumel,"
"Past labor is present delight."

On the other side of the room were the following inscriptions."

"God helps those who help themselves.
Randel,
Portland,
Rrunel,
Boston,
Fulton,
New York,
Dewitt Clinton,
Morse,
"That is gold which is worth gold."
Deeds are parts, words are leaves."
Kingston,
Daguerre,
Quebec,
Stevenson,
Hamilton,
Ross,
Toronto,
Jacques Cartier,
Montreal.
"Better do it, than wish it done."

At the end of the room, on the left hand of the Governor, a broad gold fillet with gold letters ran across the room with the following inscription:—

"Success to Mercantile Enterhrize, Railroads, Steamships, and Telegraphs."

Below this incription and in the centre of the wall, was a picture of a Grand Trunk Bridge—the one we believe over the Number, C. W.

On either side of it were two groups of escutcheons, representing the arms of the late European allies, and those of the United States. On the wall ot the other end, was a picture of the Victoria Bridge in the centre, surrounded by evergreens. On either side were paitings of statues; that on the one hand representing Mechanics, and that on the other emblematic of Agriculture. Outside of these two statues were paintings of locomotive engines.

her gaining one. Besides, a sailing vessel in a land-locked navigation is always exposed to the risk of becoming embayed, and the discovery of her peril is frequently made only after the time for a remedy has passed. With a steamer, on the contrary, except in the very worst of weather, a danger once discovered is already avoided, and the shore which threatened the sailing vessel at every moment, merely serves to secure smooth water to the steamer. The fact that nearly one-third of the distance between Liverpool and Quebec is made in smooth water, has, no doubt, powerfully contributed to the success of the Canadian steamers. The same considerations will, of course, eventually reduce the insurance on St. Lawrence voyages to a parity with that charged upon other voyages across the Atlantic. This change has already begun with respect to steamers, but it will no doubt go farther with them, and even apply to sailing vessels, as a consequence of the establishment of powerful steam-tugs to aid ships in the Lower St. Lawrence, and of the perfect lighting of our coasts, now resolved on by the Government.

It must not be forgotten that if Montreal reaps the full benefit of the establishment of this line of steamers, it is due to the enterprise of her citizens, and especially to the energetic efforts of one of them. But for this enterprise and these efforts, no vessel approaching to the size of the Canadian steamers could have reached the city. The deepening of Lake St. Peter, however, at local charges, under the direction of the Harbor Commissioners, headed by their Chairman, the Hon. John Young, from 11 feet water to 18 feet, has secured this gain to the City of Montreal. Following close upon the experiment of vessels having steam for their principal motive power, has been the trial of sailing vessels with steam power as a mere auxiliary. Ships of this class are, of course, much less speedy than those which have formed the line contracted for by Messrs. Edmonstone, Allan & Co., but they are on the other hand economical and sure.—They can carry large cargoes, especially if they call at Sydney, to re-coal, in voyages on which they meet with much adverse weather, and one of them has reached Montreal from London in 21 days, equal probable to 18 days from Liverpool. This class of vessels promises much for the future of Canadian importations, and the hopes founded upon the success of both classes of sea-going steamers will be more certainly realized, if the design now on foot, for creating a line of first class propellers between Montreal and Chicago, shall be carried out in an enterprising and vigorous spirit.

Subjoined is a statement of distances tending to show the superiority of this route over all others, between Europe and North America.

Distance from Montreal to Liverpool by the St. Lawrence and the Straits of Belle Isle is	2750 miles.
Distance from New York to Liverpool by the shortest sailing circle across the Atlantic	2980 "
Difference in favor of Montreal	230 "

The next improvement in our channels of trade is the establishment of that Canadian system of railroad, whose completion has given occasion for this pamphlet. This new mode of communication by land will not be rightly understood if it be regarded as a substitute for or a rival of the water route. We consider it as subsidiary to and as the complement of that which must always be the chief high way from the Ocean to the interior—the great inland chain of lakes and river. It has been already shown that the effect of the establishment of American Railways from the sea-coast to the frontier was to divert to Atlantic ports, a great portion of the business of which nature seemed to have conferred a monopoly on the St. Lawrence. And it has been pointed out that this change arose from two circumstances. First, that with regard to some classes of goods, the object to be chiefly achieved in their carriage is speed. Second, that during a part of the year the navigation being completely sealed by ice, any conveyance which approaches in facility that by water must secure a considerable portion of the traffic, in goods which would otherwise lie over till the thaws of spring. It happened that in an important branch of trade, both these reasons concurred to favour the overland route. Dry goods for the early spring trade are in demand in the West at a time of the year, when the ice still forbids the entrance of vessels to the ports of Quebec and Montreal. The introduction of Railways, therefore, while they continued to be wholly in the hands of our rivals had placed us at every possible disadvantage. BUT ALL THAT CANADIAN COMMERCE HAS TO GAIN FROM RAILWAYS HAS YET TO COME, and is, it is to be hoped on the eve of being realized. Hereafter the goods which arrive at Montreal in from twenty-four to forty-eight hours earlier than they can reach New York will be at once put upon the Railroad and forwarded to their destination in a less number of hours than would be required to lay them down in the warehouse of the consignee, if the commencement of their inland journey had been from one of the seaboard cities. The following comparative table of distances from Montreal and from New York will show the truth of this proposition:—

THE DISTANCE FROM HAMILTON TO NEW YORK:—

New York to Albany	150 miles.
Albany to Rochester	229 "
Rochester to Suspension Bridge	74 "
Suspension Bridge to Hamilton	43 "
	496 "

THE DISTANCE FROM HAMILTON TO MONTREAL:

Grand Trunk to Toronto	333 miles.
Toronto to Hamilton	35 "
	378 "

Thus, during the period of navigation, the opening of the Grand Trunk, and the connections it affords, must secure to Canadian merchants the supply of all the goods, of which the choice of route depends wholly on speed.

But it is manifest that a commerce which can be carried on only during a portion of the year must be subject to many inconveniences. The connexion between buyer and seller is broken by the break in the navigation, and time, labour, and perhaps some diplomacy is required to renew it. Besides, the annual cost of the maintenance of business establishments is nearly the same whether they are able to transact business during eight months or twelve. It is in these facts, that we see the vast importance to the trade of the St. Lawrence of that link in the Grand Trunk system which lies between the north bank of the river at Montreal, and the City of Portland, including of course the Victoria Bridge. This branch of our own highways secures to the St. Lawrence by artificial means, what nature has denied her, a port open all the year round, and will thus enable the Canadian wholesale merchant to keep up his transactions during a season which has hitherto been a blank to him; and this season, let it be remarked, especially, includes those two or three weeks of the early spring in which the dry goods proper for summer wear arrive at American ports. The Montreal merchant will, by way of Portland, be enabled to offer to his Western customer all the latest styles, quite as early as the latter could see the same goods, at New York or Boston,—and he will thus be saved from the mortification, to which he has lately been subjected of knowing buyers forced to go to the seaboard for seasonable goods, avail themselves of their visit to purchase staples which he could have supplied on better terms. The fact need not be concealed, that the way from Portland to a large portion of that great west, with which Canadian Merchants hope to transact an extensive trade, is rather longer than that from New York; but the difference in the cost of freight on those goods which are annually conveyed by Rail will add an almost imperceptible charge to their cost when laid down to the consumer, while in respect to speed, the longer road may be expected to make up for that inconvenience in its freedom from breaks and transhipments between different roads, in the unity of its administration and the superiority of its construction, lead us to believe that the many mercantile agencies of Portland will no doubt devote themselves peculiarly to the Canadian trade, which will also have the almost exclusive attention of the Grand Trunk Company, and thus it is to be expected that a great saving in time will be effected, and that in this respect the Canadian route will equal any other if it do not surpass every other.

THE CANADIAN INLAND AND OCEAN NAVIGATION.

Montreal, at the head of sea navigation proper, is the port for the great chain of River, Lake and Canal navigation which extends westward to Fond du Lac and Chicago, a distance of about fourteen hundred miles, embracing the largest extent of inland water communication in the world. The following table exhibits this in a condensed form:—

	Length in miles.	Breadth in miles.	Depth in feet.	Elevation over sea.	Area, square miles.
Lake Superior	420	120	600	600	32,100
" Michigan	320	70	1000	573	21,900
" Huron	270	145	350	578	18,750
" St. Clair	25	18	20	570	300
" Erie	250	45	70	564	9,300
" Ontario	190	40	500	234	7,300
River St. Lawrence	700	...	...	...	...

CANALS.

	Length in Miles.	Depth.	Size of Locks.	Lockage.	No. Locks.
Lachine	8½	10	200 x 45	44¾	5
Beauharnois	11¼	10	200 x 45	82½	9
Cornwall	11½	10	200 x 55	48	7
Farrand's Point	9¾	10	200 x 45	4	1
Rapid Plat		10	200 x 45	11½	2
Point Iroquois		10	200 x 45	6	1
Galops		10	200 x 45	8	2
Welland	28	10	150 x 26½	330	27

Here the Ocean Steamers connect with the fleets of Lake and River craft, and thus contribute to make this City a great central depot for imports and exports.

The Lachine Canal, the first in the link, extends from Montreal to Lachine, cuts across the Southern point of the Island of Montreal, and avoids the Lachine rapids. The Beauharnois Canal extends from the village of Beauharnois to Hungry Bay, and passes the rapids of the Cascades, Cedars and Coteau. The Cornwall Canal, commencing at Cornwall and ending at Dickinson's Landing, passes the Long Sault rapid. Farrand's Point, Rapid Plat, Point Iroquois and Galops Rapid canals are short detached canals. The Welland connects Port Dalhousie, on Lake Ontario, with Port Colborne in Lake Erie, and surmounts the difficulties interposed by Niagara. Mr. Andrews, in his report already quoted (1852,) speaks of these canals as surpassing in magnitude and importance those of any other country. They have been constructed under the direction of Scientific Engineers with great care, and in the most substantial manner, so that a "break" or any interruption is of rare occurrence. The level of the St. Lawrence, unlike that of the Mississippi and other western rivers, varies but little, and a constant supply of water is obtained from the vast volume collected in the basins of the Lakes which flows steadily onward to the ocean.

Vessels and Steamers passing westward, avail themselves of these canals to avoid the rapids, as also do heavily laden vessels tending eastward, but the mail steamers freighted with passengers, regularly run through all the rapids with ease and safety. The Government have caused the several channels to be explored, and they are now laid down on charts for the guidance of navigators.

Passage is thus afforded from the western Lakes to the Atlantic for vessels drawing ten feet of water, and suited to the capacity of the locks. A canal connecting the St. Lawrence with Lake Champlain and the head waters of the Hudson, debouches at Sorel, about forty miles below Montreal. It is named the Chambly canal, has 10 locks, and extending 11¾ miles, equalizes the difference between the level of the Richelieu River and Lake Champlain, by a lockage of 79 feet. This vast canal system which centres at Montreal, is in keeping with the mighty stream and Lakes to which it is accessary. In a westward course from our City, the Lakes Ontario, Erie, St. Clair, Huron, Michigan and Superior, are traversed, one Inland Sea succeeding another.

Even now, in its infancy, the favored portion of the earth watered by these Lakes, is teeming with the products of its great fertility, its seas are alive with vessels, and an energetic race pour into it in myriads. This is its beginning, who can foresee its future? To these completed canals others are designed to be added.

Among the projected canals, are the following, the Georgian Bay Canal, connecting Lake Huron at Collingwood with Lake Ontario at Toronto. The Ottawa Canal, joining the waters of Lake Huron with the Ottawa River, which empties itself into the St. Lawrence at Montreal. In this project the city of Montreal has a peculiar interest, for the Ottawa country is the back country proper of the city. The Michigan Canal, crossing the base of the Peninsula of Michigan, taking advantage of the Kalamazoo and Raisin River, and avoiding the St. Clair flats. All these canals will materially shorten the water communication and benefit our Sea Port. They will be rivals it is true, but only so for the general welfare. All may open their channels, and the Erie Canal may increase her capacity, but all combined cannot satisfy the demands that will be made on them. Consider the vast territory yet unoccupied, but which in a few years will teem with its millions of producing and consuming inhabitants, and judge if this be an over estimate

The time required to pass by propeller from Montreal to Chicago, and *vice versa*, has averaged ten days this season, although the trip has been made to and fro, (calling at the Lake Ports) in eighteen days. With an improved class of vessels, and with the distance saved by the projected canals, who can doubt but that the average voyage will yet be four days.

The rates of freight between Chicago and Montreal this year, have averaged for wheat 20 *cents*, and for flour 75 *cents*. The vessels which navigate these waters carry about 10 barrels of flour, 37 bushels of wheat, and 40 bushels of corn per ton. The certainty of means of transport, that will be induced to Montreal by the steady supply of freight, will make the rates of carriage for imports and exports less than they are at present here, and lower than they will be at New York or elsewhere.

European emigrants too seeking a home and an independence in the west, and attracted here by our Ocean Steamers, will see the superiority of an uninterrupted water communication from their old home to their new one.

The advantages of the Canadian Ocean route are, as we have said, very great, as will be apparent from the ensuing statements:—The principal point to which produce is sent from the United States and Canada is Liverpool. The shortest way of reaching it, even from New York, is round the North end of Ireland. Yet New York is between the 40th and 41st parallel, and the Island of Tory, off the North point of Ireland is about 55 deg. north. One would think it much shorter to go by Cape Clear, at the south end of Ireland, which is between 51 and 52 deg. north latitude. But this is not the case. So much is gained by running to and across the northern compressed longitudes, that the distance from New York to Liverpool by the north end of Ireland is 2980, and by the south end 3013 miles. New Yorkers are obliged then to run in any case 11 degrees north to get to Liverpool, and find it to their advantage to run up 3° 30' more. Keeping these things in view, if any one will take a globe or map of the world, he will see that the St. Lawrence and Lakes Ontario and Erie have been so laid down by nature as to form one end of the arc of a great sailing circle, the other extremity resting upon the North of Ireland. We have already found the distance between New York and Liverpool by the shortest route to be 2980 miles. The distance from Montreal to Liverpool by the St. Lawrence route is 2750 to 2760 miles. Oswego is by this route considerably nearer Liverpool than New York by the nearest possible route. Suppose goods to be afloat on Lake Ontario off Oswego seeking the European market. If sent *viâ* New York they would require to be transhipped to go—

210	miles by a Canal,
150	" by River,
and 2980	" by Sea, after a second transhipment.
3340	miles in all.

If sent *viâ* Montreal, they may go entirely without transhipment—

30	miles by Canal,
1072	" by River and Gulf,
1878	" by Sea.
2980	

Or they may go with a single transhipment at Montreal. A saving by the latter route is effected, it will be seen, of 360 miles, or the whole distance from Oswego to New York. But this by no means shows the case so strongly as it should be put,—for the navigation by 210 miles of small canal to Albany is much more tedious than the river navigation to Montreal with only 30 miles of a larger canal. Or take the case from Buffalo. A cargo is transhipped there to be sent through 360 miles of canal to Albany, there again to be transhipped or towed down the river to New York and transhipped there. Here is—

360	miles Canal,
150	" River,
2980	" Sea.
3490—say 3500 miles.	

By the St. Lawrence route:—

380	miles Lake and River to Montreal,
70	" Canal,
885	" River and Gulf,
1878	" Sea.
Total distance, 3213 miles.	

Shewing a gain *viâ* the St. Lawrence of between 275 and 300 miles. When a vessel has reached the eastern end of Lake Erie with a cargo of western produce, therefore, it may save one or two transhipments and about 290 miles in distance, and that of tedious canal navigation, by coming on to Montreal and transhipping here; or the same distance and two or three transhipments by sailing straight on *viâ* the St. Lawrence to Liverpool. If, on approaching the eastern end of Lake Ontario, she comes on to Montreal instead of turning into Oswego, her cargo will be saved the same number of transhipments and 360 miles of sailing—out of which there will be a gain of 180 miles of canal navigation.

With such advantages to Montreal and our Province, judge for yourselves of her prospects, and say whether we, her citizens, have not reason to look forward to a brilliant future.

It may be interesting to give in this place a few particulars of the scenery of the St. Lawrence route, which, in addition to shorter distance and smooth water nearly one-third of the way, gives it advantages of no mean kind for passengers and tourists, who now in such large numbers visit the new world. The traveller from Europe after losing sight of land on the north of Ireland, again comes in sight of land at Belle Isle, on the coast of America, in five or six days steaming; and afterwards he sails within sight of the land during the remainder of his journey to Montreal. The appearance of Belle Isle is bold, cold and inhospitable; and the same remark may be made of portions of the Labrador coast, the Island of Newfoundland, and to a certain extent of the Island of Anticosti, which come, in turns, into view. The Straits of Belle Isle are quite narrow, and in sailing through them, both shores are seen at once. The only human habitations visible are the fishing settlements on the Labrador coast. Anchored in their vicinity a considerable number of vessels of various sizes are seen. After steaming through the Gulf, and entering the mouth of the River, the eye can scarce take in its gigantic dimensions, but by and bye, as the traveller still steams along, the banks on both sides become distinctly visible. They are for the most part high, bold, and wooded. The mouth of the Saguenay, one of the most wonderful rivers in the world, making its deep and silent way in a fissure between mountains, is now passed; but ere the traveller reaches this he has noted the white houses and barns of the Canadian farmers smiling peacefully on both banks of the St. Lawrence. Villages now begin to make their appearance on both sides; and indeed the houses form a continuous street for the remainder of the journey. At every short distance there is a village church, white-washed or white painted like the houses, and with shining tin roofs; on a fine day, they fairly glisten in the sun. If we add to this the gigantic dimensions of the noble river, with its mountain banks, and see the whole when our Canadian sky assumes its own blue hue, the traveller will pronounce the scene to be one of magnificent beauty. Mr. McGregor thus speaks of it: "This river and the "whole country unfold scenery, the magnificence of which with the most delightful "physical beauty, is unequalled in America and perhaps in any other part of the world."

RAILWAYS.

Such as we have stated them are the facilities possessed by Montreal as regards water communication. Icy winter, however, locks up these for some months, and during this season of the year, speedy communication with the various sections of the province, and an outlet to the ocean, was felt to be an imperative necessity, and Canadian and British capital have supplied this important desideratum. A great chain of Railways now links the East with the West, but space is only at our disposal to review those lines with which Montreal directly connects. The first claiming notice in order of time is,

THE CHAMPLAIN AND ST. LAWRENCE RAILROAD,

Which is constructed between the St. Lawrence at St. Lambert or South Montreal and Rouse's Point on Lake Champlain.

It was chartered from Laprairie to St. Johns, in 1831
And commenced in 1835
Was open for traffic in 1836
The Charter authorising an extension from St. Johns to Rouse's Point, and the Branch to St. Lambert was granted in, ... 1851
It was opened for traffic throughout in 1852
Its total length, including the Laprairie Branch is 49 miles, and the cost of road, wharves, stations and equipment, amounted to £381,195

This, the oldest Railroad in Canada, connects at Rouse's Point with the Vermont and Canada Railroad, and with all the lines of Railroad to Boston, New York and all parts of the New England States, and also with the Ogdensburgh Railroad and with the Lake Champlain steamers, thus affording the greatest facilities for communication with New York, Boston, Albany, Troy, Rochester, Buffalo, Niagara Falls, Canada West, and the Western States, and being a direct and uninterrupted railroad route to the cities above named.

Goods are conveyed between Montreal and Boston, New York and intermediate places without transhipment, and by this route passengers reach Boston in 13 hours, New York in 15 hours, Buffalo in 24 hours, and Chicago in 48 hours.

The next road claiming notice, in the order of seniority, is

THE MONTREAL AND NEW YORK RAILROAD,

Which comprises—

Firstly,—THE LACHINE DIVISION, extending from Montreal to Lachine, a distance of 8 miles.

It was commenced in 1846
And opened for traffic in 1847

A prominent feature in this Road is the

STEAM FERRY, between Lachine and Caughnawaga, running directly across the St. Lawrence, a distance of about three-fourths of a mile, but which is increased by the course of the Navigation to nearly 2 miles.

This, it may be remembered by the way, is the only *Steam Ferry* in Canada East, which is open every day in the year. The crossing is made with a powerful steamer, which has been built with a Railroad track on its deck for the purpose of connecting the two divisions of the Montreal and New York Railroad without breaking bulk. The Iroquois crosses the St. Lawrence with a locomotive and tender, and three loaded Cars at one time, and this work it is capable of repeating every fifteen minutes, if necessity requires it.

And, secondly,—the CAUGHNAWAGA DIVISION, extending from Caughnawaga to the Province Line, a distance of 29 miles.

It was commenced in 1851
And opened for traffic in 1852

The total length of the Montreal and New York Railroad, including the Ferry (of say 2 miles) is 39 miles, and its *cost*, including superstructure, locomotives, cars, buildings, steamer, wharves, ferry slips, extra land, and general equipment was £238,229 2s. 9d. currency.

Its connections are, firstly, with the various steamers at Lachine; and 2ndly, with the Plattsburgh and Montreal Railroad at the Province Line to Plattsburgh, a distance of 23 miles, making in all, 62 miles from Montreal. It crosses and connects with the Ogdensburgh Railroad at Mooer's Junction for Ogdensburgh, and then with steamers for the West, as also at Potsdam on the Ogdensburgh Line, with the Potsdam and Watertown Railroad, thus forming a continuous line on the south shore of Lake Ontario. It connects also eastward with Rouse's Point, and thence *viâ* the Vermont and Canada Railroad, &c., at Plattsburgh, by steam direct with Burlington and Whitehall, &c., &c.; at either of which points it connects with the various American Railroads leading to Boston, New York, Troy, Albany, Schenectady, and the West.

The advantages of this Railway are its unequalled Steam Ferry, the fact of there being no dust, from its being ballasted with heavy gravel; the speed that can be attained from its direct course and easy grades, and also the comfort afforded by steady cars, owing to the use of superior iron. It is in fact equal to a continuous rail, and lands passengers in the City itself.

This Line forms part of the nearest direct railway route from Montreal to New York, and is, it is stated, the nearest practicable air line. When the remaining link from Plattsburgh to Whitehall shall be completed, the route may be then easily travelled between the two cities in ten hours.

The Montreal and New York Railroad offers the advantage for Freight, of the avoidance of the necessity of twice handling previous to delivery. This road has, from a series of unfortunate circumstances, been prevented from obtaining that share of public patronage which its positive advantages would entitle it to; but notwithstanding the consequent want of through business from which it has suffered hitherto, it is gratifying to state that the road has more than paid all its working expenses from the local business alone, thus clearly establishing the fact that with any ordinary amount of through business, the road would give fair returns upon the capital invested in its construction.

We now come to that great undertaking, whose opening is this day being celebrated.

THE GRAND TRUNK RAILWAY.

In the fall of 1852, the Grand Trunk Railway scheme was fairly launched into existence, and embraced in its ramifications, the construction of a continuous line of Railway from Trois Pistoles, about 150 miles below Quebec, on the southern side of the River St. Lawrence, the point at which a junction with the proposed Halifax Railway is looked forward to,—and Port Sarnia on Lake Huron, a distance of upward of 800 miles,—also a branch line of 50 miles in length, from Belleville to Peterborough,—and the leasing of the Railroad then already built between Montreal and Portland, so that the products of the western points of the Province might be conveyed through Canada to the Atlantic seaboard, without break of guage or bulk. The total length of unbroken Railway communication which will thus be obtained, when the St. Lawrence River is spanned by the Victoria Bridge, a structure unequalled in the history of engineering, either in size or in massive proportions,—is upwards of eleven hundred miles. The original capital of the Company was £9,500,000, but this being found insufficient, it has been determined to increase this amount to £12,000,000 sterling, or $60,000,000. Of this sum the Province has an interest in the undertaking in the shape of a guarantee, to an amount of upwards of £3,000,000 sterling, or $15,000,000. Of the works proposed, however, it was found necessary from several causes, to place in abeyance the prosecution of three different sections of the work, viz: the distance between St. Thomas to Trois Pistoles, 100 miles; from Belleville to Peterborough, 50 miles; and from St. Mary's to Sarnia, 68 miles. But these sections will doubtless ere long, be proceeded with; in the first case, because the Lower Provinces in all probability, assisted by the Imperial Government, will complete their Railway communication to Trois Pistoles, in order to connect it with the Canadian railway system; and in the two latter cases, simply because the traffic of the country will very speedily demand the construction of these lines.

With these curtailments, and they are but temporary, the Grand Trunk Railway is now composed of the following sections, viz:—

Montreal to Portland	292 miles.
Richmond to Point Levi, opposite Quebec, St. Thomas	137 "
Montreal to Toronto	333 "
Toronto to Stratford	88 "
Making a total mileage of	850 "

of, (when the Victoria Bridge is completed,) an unbroken Railway communication.

It is understood that the Victoria Bridge will be completed in the fall of 1859, or early in 1860. The cost of this structure was originally estimated at £1,450,000, but this sum has since been reduced, and the present calculation of its probable cost is about £1,250,000. It is supposed that in its erection 250,000 tons of stone and 7,500 tons of iron have been used. The iron superstructure is supported on 24 piers and two abutments. The centre span being 330 feet, there are 12 spans on each side of the centre, 242 feet each. The length of the abutments is 242 feet each. The extreme length including abutments is 7000 feet. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry will be three millions of cubic feet. The weight of iron in the tubes 8000 tons. The following are the dimensions of tube through which the trains pass in the middle span, viz: 22 feet high, 16 feet wide; at the extreme ends 19 feet high, 16 feet wide. The total length from River bank to River bank will be 10,284 feet, or about 50 yards less than two English miles. This gigantic structure is in progress, and when in successful operation will prove a world's wonder.

The works throughout the whole of this great length of line, have been pronounced by competent authorities, both English and American, to be altogether unequalled by any Railway on this continent, and reflect much credit, not only on the Engineer of the Company, but also on the several Agents of the Contractors, Messrs. Peto, Brassey, Betts & Co., who have conducted them to so successful a completion. On an average there is a station to every six miles, 2 men to every 3 miles, and a locomotive to every 4 miles.

The average running time between Montreal and Toronto, next season, will be about eleven hours, and from Montreal to Portland about ten hours, and from Montreal to Quebec five hours; so that the journey between Montreal and Chicago can be easily accomplished in a day and a-half!

Apart from the through travel between the East and the West, which must be very large, the junctions between other Railways and the Grand Trunk Railway throughout the Province are very numerous, and will provide a heavy traffic. They are as follows:—

Starting from Montreal, a line is to run to Ottawa City, 120 miles in length. There have been opened 12 miles from Grenville to Carillon, but the rest of the works have for some time been stopped. And about 25 miles west of Montreal at Vaudreuil, it is, proposed to run a line on the south bank of the Ottawa to that City, bearing its name and thence in a westerly direction to Lake Huron. These lines in all probability will become a part of the North Shore Railway Scheme, which is designed to run from the North East of Lake Huron to Quebec *viâ* Ottawa City and Montreal, for the accomplishment of which the Provincial Legislature, in its last session, voted 4,000,000 of acres of wild lands.

At *Prescott*, 112 miles from Montreal, it connects with the Ottawa and Prescott Railway 50 miles in length to Ottawa City, affording by the junction there, the benefit of a continuous Railway connection from east and west thereto.

At *Brockville*, 12 miles west of Prescott, with the Perth, Ottawa and Pembroke Railroad. This line about 120 miles long, will be completely opened, it is expected in about two years from the present time.

At *Belleville*, with the Grand Trunk Branch, of 50 miles in length to Peterborough. The works on this line are however delayed for the present.

At *Cobourg*, with the Cobourg and Peterborough Railway, 28 miles in length to the Town of Peterborough.

At *Port Hope*, with the Port Hope and Lindsay Railway, 36 miles in length.

At *Toronto*, with the Ontario, Simcoe and Huron Railroad, to Barrie and Collingwood, 94 miles. From Collingwood, five steamers ply regularly between Chicago and that port, and arrangements are now making for a regular line of propellers between the two places, calling at intermediate ports on Lake Michigan, and also at Toronto with the Toronto and Hamilton branch of the Great Western Railway to Hamilton.

At *Guelph*, with the Galt and Guelph branch of the Great Western Railway.

At *Stratford*, with the Buffalo, Brantford and Goderich Railway, from which line the Grand Trunk will collect at this point, all the traffic intended for Canada and Portland, from Lakes Huron and Superior. This road it is expected will be in full operation early next year.

At *St. Mary's*, with a branch to London in the Great Western Railway, connecting at that station with that Company's line to Sarnia and Detroit.

The Grand Trunk Railway Company have completed arrangements whereby passengers and goods can be booked through from all points in Europe to any place along the lines of the Grand Trunk and Great Western Railways, and the Railways connecting with them to the Valley of the Mississippi, and in fact to all the chief places on this Continent. By making one payment in Britain, tickets will be issued for any of these places. No further charges will be incurred for passing goods at Portland or Quebec, but a fee of 2s. 6d. per package. Especial arrangements have been made for emigrants, so that tickets for extra baggage and all other charges can be had from the place of departure to the place of destination. These important changes which will beyond all doubt divert the travel from Europe to the Great West from New York and other American ports to the St. Lawrence river, will be in full operation next year. Thus enabling the emigrant to be conveyed without change of carriage from Quebec to Detroit, if the place of destination be further West than that point. The cars will be conveyed across the St. Lawrence between Longueuil and Montreal in the steamer, until the Victoria bridge is finished, and will then afford to the emigrant the cheapest, speediest, as well as the most direct route to the West.

From this brief sketch of the Grand Provincial Railway of Canada and its extended connections, comprising a total length of nearly 1500 miles now in operation, it will be seen, that this Province can compare very favorably, the difference of population being considered, with any of the most flourishing States in the adjoining Republic; and if, as Washington has observed, it is an object of legislative concern and highly beneficial to the country, to give every facility to the means of travelling for strangers and of intercourse for citizens, the people of this Province will never have cause to regret their having assisted the Grand Trunk Railway to the successful completion, which they have now in such numbers met in this city to celebrate, at the invitation of our merchants and other citizens.

TELEGRAPH LINES.

In addition to such great Railway and Canal facilities, the City of Montreal is possessed of those valuable business advantages, which extensive lines of Telegraph afford. The use of the Telegraph in Canada is a matter of daily convenience, and is taken advantage of, by the Canadian community to a much wider extent than is the case in Britain, a result in some degree produced by the price of the rates charged for Telegraphic communication, which is very reasonable.

The first of these Lines of Telegraph which claims notice, from the magnitude of its operations is—

THE MONTREAL TELEGRAPH COMPANY, which was organized in January, 1847, with a capital of £15,000. The Line was opened for public business between Quebec and Toronto (a distance of 540 miles) in October, 1847; there then being 9 officers and 35 persons employed by the Company in its service. The Company have since greatly extended its business as well as its connections, &c.

The Capital Stock is now £70,000, and the number of its officers 124, and that of the persons employed 326. There are of its Telegraphic Line in operation 2,783 miles, and in course of erection 148 more. The main line extends from Woodstock, in the Province of New Brunswick, along the Queen's highway, *viâ* Quebec to Montreal, and from Montreal on the line of the Grand Trunk Railway to Toronto, and thence along the Great Western Railway, through Hamilton and London to Windsor,

a distance of in all,	1100 Miles.	
Besides the main line, the Company own also an independent line from Quebec to Buffalo, on the principal highway, extending over a distance of	660 "	
And also the following branches:—		
From Quebec to Richmond	96 "	
" Lanoraie to Sorel	10 "	
" Montreal to Portland	292 "	
" Montreal to the Province Line and Rouse's Point	71 "	
" Montreal to Ottawa and Ogdensburgh	120 "	
" Prescott to Ottawa and Ogdensburgh	55 "	
" Belleville to Stirling	15 "	
" Cobourg to Peterborough	27 "	
" Toronto to St. Mary's	101 "	
" Toronto to Buffalo	125 "	
" Niagara to Chippawa	18 "	
" Harrisburg to Galt	12 "	
" Brantford to Port Dover	32 "	
" London to Port Stanley	27 "	
" Windsor to Amherstburg	18 "	
		2779 Miles.
And the Submarine Line		4 "
Making a total of		2783 Miles.

These lines form a direct connection and communication with the Provinces of New Brunswick and Nova Scotia by way of Woodstock and Portland; with Boston by Portland and Rutland; with New York by Troy and Boston; with Cleveland and Cincinnati by Buffalo, and with Chicago, Milwaukie and the West, by Windsor and Detroit. The business of the Company has wonderfully extended; and, as already stated, the telegraph is used daily by all classes of the community, taking frequently, to a great extent, the place of postal communications. For several years, there was no record kept of the number of messages transmitted over the line. In 1852, the paid messages (exclusive of newspaper reports) sent over the main line amounted to 80,939; in 1853, to 121,434; in 1854, to 175,000; in 1855, to 250,460. The statistics for 1856, have not yet been made up, but there is every reason to believe from the business already transacted, that the number of messages transmitted over the whole lines for the year will fall very little short of 500,000. The number of messages, passing through the office in Montreal during the month of October, 1856, averaged 750 a day, exclusive of reports of English News, and the daily New York Markets, and other reports which are furnished to the Press of the city.

THE MONTREAL AND NEW YORK, HOUSE'S PRINTING TELEGRAPH COMPANY extends from the City of Montreal, crossing the River St. Lawrence, by means of masts and wires, by a span of three thousand feet, to the Province line, there connecting with the New York and Canada Telegraph line, comprising in all thirty-four miles to the Province line, and two hundred to Troy, from thence having a direct and immediate communication with New York. The American portion of this line is in active operation, and the Canadian section has been completed, and is ready for working.

This line will afford to the business men of Montreal the means of communication with the following places, viz:—Mooer's Junction, Plattsburg, Keeseville, Port Henry, Whitehall, Fort Edward, Saratoga, Mechanicsville, Troy and New York.

THE INTERNATIONAL TELEGRAPH LINE, (formerly the Canada Grand Trunk,) comprises 750 miles of line, and over 50 offices, and extends from Montreal through Western Canada, connecting with Buffalo. Branch lines communicate with Guelph, Collingwood, Peterboro' and Picton.

THE MANUFACTURES OF MONTREAL.

It has been already pointed out in that portion of this pamphlet in which the commerce of Montreal is treated of, that a manufacturing should also be a commercial city, or have easy access to a seaport. As we have seen, Montreal possesses this advantage for manufacturing in an eminent degree. She possesses also within the city and in its immediate vicinity unlimited water power. Besides that furnished by the Lachine canal, the Lachine rapids offer numerous mill sites of which no use has as yet been made. It has been proposed also, though objections have been raised to the scheme, to make use of the waste water flowing from the great Aqueduct of the new water works for manufacturing purposes. A large number of factories might be furnished with motive power from this source. Another advantage Montreal possesses, is found in the density of the population of the surrounding districts. In many places the land has been subdivided until the holdings of each man are too small for profitable agriculture, and the people, deeply attached to the soil, are unwilling to leave the older settlements in the valleys of the St. Lawrence and Richelieu so long as they can obtain subsistence there. Some, indeed, have wandered off to the prairie lands of the West and to the Eastern townships; and some have sought and obtained employment in the factories of New England, whence we may hope to see them come back to our own factories already trained to this new industry. No where are there found people better adapted for factory hands, more intelligent, docile, and giving less trouble to their employers, than in Lower Canada. Twenty or twenty-five years ago this population was most prosperous in agricultural pursuits; large crops of wheat were grown here, and a considerable surplus exported. The fly came, the wheat crops ceased, and the surplus for export of the coarser grains which have since been grown, has proved less remunerative. These coarse grains, roots, and all those other crops which find a most profitable market in large cities, are grown here in great abundance. The supplies of all these necessaries for a manufacturing population can be drawn from the immediate vicinity of the city. The island of Montreal now exports, from year to year, considerable quantities of them to other parts of the Province. Owing to the causes above alluded to, agricultural wages are not so high here as in those portions of the Province where wheat is more largely grown, and hands can be obtained to work in the factories at more reasonable rates than there. All these causes concurring make this the best site for a manufacturing city in Canada, perhaps the best on this Continent. Materials required from abroad can be brought here without transhipment.[*] Numerous beds of iron ore exist within easy distance for carriage hither by water. The Hull mines on the Ottawa, not far from the City of Ottawa, are now worked, and the iron from the St. Maurice mines near Three Rivers has long been manufactured. Both irons are of the most excellent description. Here we have abundant water-power, and cheap and abundant labor. The same appliances and facilities also which have been elsewhere described for the distribution of imported goods to consumers in the West, will be of as great assistance to our manufacturers, some of whom already feel the benefit of the opening of the Grand Trunk Railway in the increase of Western orders. The sole difficulties with which they have to contend are a restricted market, and the competition of the larger, wealthier, and longer established factories in other countries. The mode of removing these difficulties has of late occupied a good deal of public attention; but as the Committee deem it to be within the scope of the duties assigned to them to state facts only, not to suggest remedies, they do not enter upon any consideration of this subject.

There is this in favor of Montreal manufactures, that they have been established and grown up to their present position without the aid of high protective duties. The tariff has never been made highly protective, though a moderate incidental protection has been afforded them by discriminating between the raw materials for manufactures, and the manufactures themselves, admitting the former nearly or altogether free of duty, and laying a moderate duty on the latter. There can be no doubt, therefore, that they are established upon a sound basis, and are of a healthy growth.

The Committee had intended to lay before the visitors to Montreal, on the occasion of the Railway Celebration, a full account of its Manufactures. It has been found impossible, however, within the time given them for the purpose, to make their account complete. They are unwilling, nevertheless, to pass them by altogether unnoticed, and therefore subjoin some description of the extent and operations of several of the more important. The information furnished them refers principally to the Factories at the Canal. Information has been received from only a few of the numerous, and, in many instances, extensive Factories in town, and that received has been generally of a very meagre description. It has been found, therefore, quite impossible to make up aggregates, as the Committee had desired, shewing at one glance the total amount of capital invested and of manufactures produced per annum. Enough, however, is set forth below to shew that Montreal may fairly lay claim to the character of a manufacturing as well as of a commercial city.

For several years the surplus waters of the Lachine Canal were allowed to run to waste, no advantage being taken of the facilities for manufacture afforded by the power there created. In 1843, while the St. Lawrence Canals were in course of construction and the Lachine Canal being enlarged, Mr. Ira Gould first visited Montreal. He had an interview with Mr. Barrett, then Engineer in charge, respecting the water-powers to be created, and from that interview arose the plan of applying them to manufacturing purposes. In November, 1846, the Commissioners of Public Works, (the Hon. W. B. Robinson, then being Chief Commissioner,) offered a number of mill sites on the canal and river bank, inside the upper basin, for lease at public competition. The rent obtained was $400 per annum, for each lot, and water for four runs of stones. Mr. Gould, among others, took a lot, and built there a flouring establishment. Hitherto, all the grain ground in the city had been ground by wind or steam mills, one of the former clumsy contrivances having been in use as late as 1845 or 1846. The Factories now established on that site are two flouring establishments, with 16 runs of stones, three spike and nail factories, two foundries, with extensive engine and boiler works, one establishment for making saws, two saw mills, and one paint, oil and drug mill. Subsequently, the water power at the lock next above this basin, known as the St. Gabriel Lock, was leased. The whole of it was originally taken by two individuals, and has been sub-leased by them to others, to the extent of water for 100 runs of stones. Among the works here, are, foundries, engine and boiler works, a ship yard and marine works, saw mills, sash, blind and door factories, stave and barrel works, a flour mill, an oatmeal and corn mill, cotton mills, an edged tool factory, India rubber factory, a factory of woollens, a large rope and cordage factory, with other smaller establishments. These works, with those on the lower basin, are using a power daily equal to that of 3500 horses, all of these establishments having sprung into existence since 1847. They furnish employment for more than 2000 men, independently of the commercial men engaged in furnishing materials from abroad. Taking the usual average of a family at five, subsistence would thus seem to be afforded to 10,000 persons by these factories, and there is no doubt that the population of that end of the town has been increased to even a greater extent since their establishment. Few instances of more rapid development can be found, we fancy even among the rapidly growing manufacturing cities of the neighboring Union.

But the growth of our manufacturing suburb has not stopped there. Pushing still further on, to Côte St. Paul, just outside the city limits, where they escape city taxation, some new establishments have been planted during the last and the present season. A property there having a frontage of 3400 feet upon the Lachine Canal, and containing altogether about 110 arpents of land and extensive water power, was purchased about four years ago, by Mr. Parkyn, Engineer, of this city, with a view of connecting, with manufacturing operations, a dry and wet dock for repairing and building vessels. Finding it impossible, in consequence of the interference of the line of canal of the new Water Works, to carry out the plan of docks originally intended, he has been, compelled for a time to abandon it, but has continued his manufacturing operations with a most praiseworthy zeal, and has now executed a splendid head race of about 2000 feet in length and 44 feet wide, at a cost of £2000. He has also erected the following works now in operation:—

A Grist Mill with 4 run of stones,	cost	£2000
Axe Factory,	cost	1500
Saw Mills,	"	3000
Three Dwelling Houses,	"	600

The discharge to this power is about 12,000 inches, with 9 feet 4 inches fall, and it is capable of driving four times the present machinery. About 100 men and 8 horses are employed on these works, and there is paid out in wages about a thousand dollars per week.

The Grist Mill is capable of grinding 500 bushels per day.

The Axe Factory is leased by J. J. Higgins, and turns out about 3000 dozen per annum, and is capable of extending to 5000 dozen. The Shovel Factory is leased by J. J. Higgins also, and is capable of producing 25 dozen per day.

The Nail Factory is leased by P. & J. Dunn, and manufactures about 750 tons per annum, and could be increased to 1200 tons per annum.

The Saw Mill is leased by Alex. Cowan, and when fully completed, can produce a million feet per month.

The shovels, axes and tools manufactured at these works are very superior, and at the late Paris Exhibition they drew Prize Medals.

The Nail Machines turn out excellent work; the nails obtained honorable mention at the late Paris Exhibition.

THE FACTORIES AT THE ST. GABRIEL LOCK.

INDIA RUBBER.—One of the first factories established at the St. Gabriel Locks was the of Montreal India Rubber Company, in the beginning of 1854. They occupy a building there 180 feet long by 40 wide, with an addition 40 feet square; the main building having four stories beside the basement, the addition only two stories; all erected at a cost of £9402 besides land. They use 40 horse power of water to propel their machinery, which cost £7616. They are manufacturing 1000 pairs of rubber shoes per day now, and could double their production. They employ 110 hands, to whom they pay £600 monthly. These manufactures are sold to all parts of Canada, and some we believe have been exported to Europe.

At the other end of the City is the Canada Rubber Factory, of which Messrs. Brown, Hibbard, Bourn & Co., are proprietors. They manufacture not only shoes and boots, but car springs, hose, belting and packing. It was established in 1853. The establishment consists of,

One building	175 feet long,	40 feet wide,	3 stories high,		
"	145 "	30 "	2 "		
"	70 "	30 "	2 "		
"	40 "	30 "	1 "		all brick, and
One stone building	50 "	40 "	2 "		

The machinery is propelled by a low pressure beam steam engine, 18 inch cylinder. They manufacture at present 1500 pairs of shoes and boots, about 1500 feet of belting and hose, 1000 lbs. of car springs and steam engine packing per diem, all of which could be doubled with the present facilities. They employ 158 persons, to whom they pay about £1000 monthly. The cost of land and buildings was about £13,880, and of the machinery £8000.

SUGAR REFINERY.—The largest Factory of Montreal is the Sugar Refinery, set in operation in January last year by Mr. Redpath. Its large pile and tall chimney are visible a long way off from the City. The principal building is of stone and brick, seven stories high, the whole of the floors comprising an area of 11,766 square yards. Besides this there are two brick warehouses attached, affording storage for 8,000 brls. of refined sugar and 2500 hhds. raw sugar. There is also attached a range of brick buildings, 236 feet in length and two stories high, containing the gas house, the bone house, blacksmith's, carpenter's, machinist's and cooper's shops and stable, cost £45,000. The machinery is propelled by a steam engine of 50 horse-power, the boilers being equal to 150 horse-power. 100 men are employed upon the premises, but a good deal of work is done elsewhere. The wages amount to £8000 per annum, the total expenses of the establishment being £2200 per month. The present product is about 3000 barrels of refined sugar per month, and the production could easily be doubled if the demand required it. It is all sold in Canada. This Factory is the first and as yet the only one of the kind in the Province.

COTTON.—In 1853, Mr. F. W. Harris established a Factory of Cotton Cloth at the St. Gabriel Locks, and in 1855 added a batting and wadding mill. The first has an area of 50 by 70 feet, and 3 stories high, built at a cost of £1500. The machinery is of the best description, with the latest improvements for manufacturing cloths out of cotton as it comes from the plantation. It includes willows, pickers, carding and drawing machines, 1500 spindles, and 46 looms. Cost of machinery £6500. This factory is principally employed in the manufacture of seamless bags and denims. About 70 hands are employed here, nearly all women and children, whose wages amount to about £2000 per annum. The bags are very strong and serviceable, peculiarly fitted for heavy grains, &c. Mr. Chandler, Commissioner Street, is town agent for these bags. Of the denims and ticks, about 300 yards per diem are manufactured. Three times that quantity could be made in the factory. The denims are of the same weight and quality as the well known Amoskeag denims, finished without starch or other stiffening. The ticks are of the same quality, and have been sold here a penny per yard less than the same goods cost in Boston or New York. The batting and wadding factory is 100 feet long by 24 in width, and cost £3000. In it are used 13 carding, besides other machines. They can turn off here 6000 yards of wadding, and 1200 lbs. of batting per diem, which is rather more than the home market will take now. Mr. Dougall, St. Paul Street, is agent for these goods.

MR. GEORGE W. WEAVER, WOOLLEN CLOTH MANUFACTURER,—Was established in 1852, holds a brick building two stories high, and manufactures all for home consumption. Mr. Weaver's machinery, which is nearly complete, will manufacture 60,000 yards per annum.

ROPES AND CORDAGE, &c.—In 1825, Mr. Converse established a rope walk at the eastern end of the City. Since the opening of the Factories at St. Gabriel Lock he has added a large establishment there. The old establishment upon Parthenais Street comprised a stone building of 40 by 60 feet, four stories high, and a wooden building, 20 by 1200 feet, of one story, with a steam engine of 20 horse power; cost with the land £2500. This Factory is for the present idle. The new establishment at the St. Gabriel Locks consists of a head building of 60 by 84 feet, four stories high besides basement. The covered walk is 24 by 1200 feet. Mr. Converse also manufactures gypsum for agricultural purposes and calcined plaster. The machinery is propelled by three water wheels, consuming 1200 cubic inches of water, with a nine feet fall and about 80 horse power. Building, machinery and land cost £7500. 14 men, 10 girls and 18 boys are employed here, receiving as wages £35 per month. The products of the Factory are valued at about £20,000 per annum, and they might be quintupled with trifling additional investment. The goods are all sold in Canada. The very best machinery is employed, and the manufactures, where they are known, compete favorably with any other.

MR. C. T. PALSGRAVE'S TYPE FOUNDRY.—This establishment, which commenced in 1835, has 12 type-cutting machines, gives employment to 36 hands, and does a large business chiefly for the Canadian market. Mr. C. T. Palsgrave obtained a Prize Medal at the Great London Exhibition of 1851. He sells his type throughout the Province.

MR. A. CANTIN, (MONTREAL MARINE WORKS,) SHIP AND STEAMBOAT BUILDER, ENGINEER, &c.—This Firm was established in 1846, and employs, at present, from 200 to 250 hands, at monthly wages of £1050. The works, which are situated, a small part within the City and the remainder in the County of Montreal, cover a space of about 14 acres, with a frontage to the canal of about 800 feet, and contain two excellent basins. A continuous row of buildings occupies nearly the whole 800 feet of the opposite street front of the premises. The buildings are all substantially built of stone and brick, viz:—shipyard with draughting and modelling rooms, moulding loft, saw mills, &c., &c.; and the ground cost £6000. The machinery used in the saw mills

---

[*] Cotton, too, can be brought here from the more northern cotton growing States more cheaply and safely by our system of inland navigation than by the coasting route, or by rail to Boston, for the New England Factories. We have already cited an instance of cotton brought from Tennessee by this route for New York.

The Governor General's table was raised some feet above the level of the rest of the room. The stall at the back was elegantly and abundantly draped with flags, the British and American ensigns predominating.

The orchestra opposite was ornamented in front by four statues and two large vases of artificial flowers.

The following was the

BILL OF FARE

RELEVES.

475 Dishes of Hams, garnished with Jelly; 175 Rounds of Beef, with Jelly; 200 Smoked Beef Tongues; 200 Boned Turkeys; 100 Fillets of Veal with Jelly; 100 Boar's Heads; Bear Hams.

ENTREES.

400 Oyster Pies; 100 Chicken Salad; 100 Lobster Salad.

ROAST JOINTS.

200 Dishes Roast Beef; 100 Dishes Roast Lamb; 100 Dishes Roast Pork; 400 Roast Chickens; 400 Roast Turkeys; 100 Roast Geese.

GAME.

400 Dishes of Partridges; 100 Dishes of Wild Ducks; 100 Dishes of Plover Wood Cock.

RELISHES.

Pickled Oysters; Coldslaughs; Sardines; Olives; Horse Radish.

ORNAMENTS.

Her Majesty the Queen; Prince Albert; Victoria Bridge and Locomotives; Emperor Napoleon on horseback; Emperatrice Eugenia on horseback; The four Seasons—Spring, Summer, Autumn, Winter.

PASTRY.

Fruit Tarts, Sponge Cakes, Plum Cakes, Fancy Cakes, Wine Jelly, Blanc Mange, Charlotte Russe, Mottoes, Charlotte de Pommes.

FRUIT.

Grapes, Pears, Oranges, Pine Apples, Filberts, Almonds, Figs, Raisins, Celery, Cheese, Crackers.

Pyramid of Sponge and Plum Cakes, ornamented; Oriental Cakes; Windsor Cakes.

The cloth being removed,

The MAYOR, on rising to propose the first toast, said that it was one which was always received with enthusiasm in all assemblies of loyal men (cheers),—it was the health of her most gracious Majesty the Queen (enthusiastic cheering), and he hoped that the day was not far distant when they would have the pleasure of giving her Majesty a cordial and a hearty welcome to this Province (immense cheering). He (the Mayor of Montreal) felt quite sure that their friends of the United States (cheers) would join them in giving her most gracious Majesty a bumper. (Tremendous cheering.) He would therefore give them, without further preface—"The Queen." (Immense cheering.)

The Band—"God Save the Queen."

Song:—"God save the Queen," by Mr. Howard.

The MAYOR, on rising to propose the next toast, was received with cheering. When the cheering had subsided, he said that the next toast on the list was one that afforded him particular gratification in proposing,—it was the health of one who occupied the responsible post of representative of Her Majesty. (Cheers.) He (the Mayor) was sure that he only expressed the feelings of the meeting on that occasion, when he sincerely thanked His Excellency for his condescension in joining them in the ceremony that day, (cheers) and it afforded him (the Mayor,) great pleasure to know that his Excellency took great pleasure in whatever tended to improve and augment the prosperity of Canada, (loud cheers). As a proof that His Excellency did take a lively interest in whatever tended to the greatness of Canada, he need only mention the fact, that when the deputation called on His Excellency, he at once consented to become their guest at their Banquet. (cheers). He would therefore give then the health of the Governor General,

The GOVERNOR GENERAL said he had accepted the invitation tendered him on this occasion with the greatest possible pleasure, because he considered that a great epoch had arrived in the history of this country. The opening of the Grand Trunk Railway was a great epoch in the history of Montreal, and would in its effects be felt from one end of the country to the other. It was an epoch not to be forgotten. He thought it was in 1837 that Lord Durham said in his report that Canada was a country, which with the exception of a few favored spots, was no more than a waste wilderness. It was then stated that there were but fifteen miles of railway in the Province—those between Lake Champlain and the St. Lawrence. What was the fact now? If a man were once put on a railway train, he was speedily sent from one end of the Province to the other. There was no more desert, and how was it with regard to the cities? Why Hamilton, Toronto and London now stood on land at that time very little better than deserts. There was a great spirit of improvement abroad and the consequence was that all which he had spoken of had been effected in about seventeen years, so that instead of fifteen miles of railway there were now fifteen hundred. But this was not all. The vast masses of ice which came down our river would be shortly broken up by a bridge, which would be the greatest work ever constructed. It would make one other link in that great chain of commerce which would hereafter extend through from Chicago by the Lakes to Montreal, and would, no doubt, embrace the vast region watered by the Ottawa. That tract of country of which he had last spoken must be hereafter tributary to Montreal, and it was assented for the prosperity of Canada, that the Ottawa valley should be opened up. In this way, Montreal must be put on the track of the great travel, not only of Canada, but of the Far West. It was not for him to say in what way; but in some way the commerce of the city must be opened through to Chicago. Before he sat down he offered with great cordiality the toast of the President of the United States.

Senator WILSON, on rising was received with cheers. He said that he responded to the toast not only on his own behalf, but on behalf of the citizens of the United States (Cheers); and he thanked them (the citizens of Montreal) for their cordial reception. (Cheers.) He was sure he only gave utterance to the feelings of every American there that day, when he sincerely thanked them, (the citizens of Montreal) for their hearty reception of the toast which had just been proposed. (Cheers,) viz, the health of the Chief Magistrate of the United States.—(Cheers.) He (Sentor Wilson) congratulated them on the fact, that the people of British North America, and those of the United States could meet together as rivals certainly, but still as cordial friends. (Cheers.) True, differences had arisen between the United States and Great Britain, but he was glad to know that these differences were in course of being satisfactorily settled. (Cheers.) He (Senator Wilson) knew that every manly son of New England would join him in saying that he witnessed with pride and admiration the development of the commerce and industry of the people of British North America (cheers). He (Senator Wilson) would say, to the people of Canada. "Go on, in your glorious career, there is a bright future before you; improve your opportunities; for your prosperity was that not only of the Province, but likewise of the wide extent of America" (great cheering). The people of British North America and those of the United States were bound together by kindred institutions (cheers), and they were met together that day by a treaty of reciprocity of kindly offices, which was beneficial to the people of both countries.—(Cheers.) They were proud of each others' prosperity, (cheers) and God grant that the industrious sons of British North America and those of the United States would ever meet as friends (cheering); for he believed that British North America was destined to play hereafter an important part in the history of the world (cheers), and he trusted that God would guide them in all their undertakings. (Cheers). There was something deeply interesting to an American in the history of British North America; for in that history were preserved the memories of those great men, the intrepid sons of France, of England, and of America, who, in former times, met together on the bloody field of strife (loud cries of "hear, hear, hear.") But he thanked God that they lived in more peaceful times, and the only triumph that they were assembled to celebrate that day was a triumph of skill and industry (cheers), and to assist each other in their endeavours to develope the resources of the North American Provinces.—(Cheers.) The Governor General had alluded to Lord Durham (cheers), a statesman in whose premature grave were buried many great projects for the development of the resources of Canada. (cheers.) In conclusion he would give them as a sentiment, "Prosperity to the People of Canada, and success to its Government." (Loud Cheers.)

The MAYOR said he would now call on them to drink, as a bumper toast,—

"Prosperity to Canada, and success to its Government." (Cheering.)

The Band—"Belle Canadienne."

The MAYOR said that the next toast which he had the honor to propose was one that was always received with a hearty welcome in Canada—it was the Army and Navy (cheers). Although he was prevented from saying all he could wish about their brave Army and Navy, yet this he would say, that the exploits of the army at Alma, Inkermann, and Sebastopol covered the British arms with renewed lustre (cheers), and gained for their devoted troops their sympathy and regard (cheers). On his left sat a brave and an accomplished General, who, on the memorable 18th of June, in command of the third division, proved his indomitable bravery and judgment by his gallant defence and occupation of the Cemetery before Sebastopol (loud cheers); and although in that bloody encounter one half of their brave fellows lay dead upon the field, still the result proved that whatever was to be accomplished by bravery and valour would be achieved by British soldiers (great cheering). As they were all acquainted with the triumphs of the Navy, it would be useless for him to enlarge on that subject. He would therefore give them—"The Army and Navy."

The Band—"Rule Britannia."

Sir William Eyre was received with great enthusiasm. He said he rose with great satisfaction to respond to the toast, and he was very thankful for the manner in which His Worship the Mayor of Montreal had thought proper to propose it, and for the cordial and enthusiastic manner in which it was received (cheers.) He (Sir William Eyre) was merely an humble member of the army; still he would say this, that that gallant army deserved their thanks; and on behalf of that army he begged sincerely to thank them, not only for their cordial manifestations on that occasion, but also for their generous subscriptions in behalf of the army on a former one—(cheers.) He knew they would excuse him when he said a word about business—(laughter,) and he knew they would excuse him if he said a word about what he would call the Canadian army—(cheers.) As a military man he felt proud of the militia, and he was persuaded, that should the exigencies of the country require it, that the militia would do good service in the field—(cheers.) In his (Sir William Eyre's) opinion, there was no spectacle more ennobling than to see chivalrous free men organized to defend their common country against aggression—(cheers.) And not only did the Volunteer Militia do honour to Montreal, but likewise that most important arm of defence—the artillery—which was the most difficult to organize—(cheers.) But his object in rising was to thank them for the generous manner in which the people of this Province came forward to subscribe in aid of their gallant fellows, who, in the hour of danger and trial, forsook home and friends, and everything dear to them to defend the interests of their country. (Cheers.) Military men spent some of their happiest hours in Canada, and they seldom returned from it bachelors (laughter). He thanked the promoters of this banquet for their kindness and hospitality. Indeed the citizens of Montreal were proverbial for their hospitality to strangers, (cheers.) The ceremony of that day was not a mere idle display of vanity, but it was a great step in the onward march of civilization and of progress (cheers.) In conclusion, his fervent prayer was, that Canada might continue in her glorious career of prosperity and of improvement, and may she ever prove—as she has ever done—loyal to the British throne. (Cheers.) And he was quite sure that Her Most Gracious Majesty would be delighted to hear of the prosperity of her loyal and devoted subjects in this part of the Province (Sir William resumed his seat amidst loud and long-continued cheering).

The Mayor next proposed "The Provincial Administration."

Colonel Taché said he sincerely thanked them on behalf of his colleagues, for their kind reception of the toast. He thought he ought to have said on behalf of all the people of that great Province, for he understood the compliment to be paid to the people themselves in the persons of those they sent to represent them the Legislative Council; he therefore thanked them for the toast they had so cordially received in the name of the people of Canada, (cheers). That was a great day for the people of Montreal (cheers); but it was also a great day for the people of all Canada, (cheers). He (Colonel Tache) would say in all humility, that for the last five or six years he was one of the unbelievers (laughter), for he did not think that the present generation would ever witness the event that they were assembled that day to celebrate as there were so many obstructions in the way; but he was glad to see that every obstruction and impediment was overcome; and now they had opened to them the trade of the country from one section to the other—from the East to the West (cheers); and he hoped that the people of both sections would ever remain united in mind and in heart (cheers). That day would ever remain a memorable event in the history of the country. (Applause.)—He hoped that on that auspicious day they could forget all past animosities—(cheers.) As Canadians they should feel proud of that great undertaking which they were met to celebrate, and they should do all in their power to develope the resources of the province—(cheers,) for by such means they would thereby spread the invaluable blessings of civilization amongst mankind—(cheers.) He did not believe that there was a city in Canada that could be compared to Montreal for its manufactures, its magnificient edifices, and its general advancement in whatever tended to form a great city—(loud cheers). Allow him to conclude by saying, honor to whom honor is due—(cheers). Honor to those who, by their industry and zeal, were affording a bright example to all around them—(loud cheers).

HIS WORSHIP THE MAYOR again rose and said:—The next toast on the list is one which it affords me the highest gratification to propose and which I pledge myself every citizen will drink with enthusiasm in a bumper. It is scarcely necessary for me to say to our friends from this Province, who have most kindly accepted our invitation to this Festival, how heartily they are welcome. Of one family as ourselves, their feelings, hopes, aims and aspirations are identical. Whatever oppaerates to their disadvantage must necessarily do the same to ours; whatever contributes to our success must as necessarily benefit them also. We are inhabitants of the same country, equally emulous for its prosperity and advancement; patriotically attached to its soil, its institutions and its laws; watching with interest, and promoting with sincerity and zeal, the rapid progress of its inhabitants, onward to their inevitable destiny of a free, happy and united people. Our guests from Canada, United Canada, are, therefore, most heartily welcome, and we sincerely trust their enjoyment of our poor hospitality will be as ample and as satisfactory as is our satisfaction at seeing them here to-day. To our friends from the United States we would say, you who can so gracefully play the hosts and so magnificently entertain your friends, can yo doubt of the proud satisfaction it affords us to see you in our midst; can you question the sincerity, the cordiality, the heartiness of the welcome with which we greet you to-day. We have enjoyed your gorgeous and liberal hospitality, and though the fare we offer you in return is comparatively but rude, and our entertainment lacks the splendeur, which distinguishes yours, our welcome will not cede even to yours in fervour and good feeling. Although yours to us has always been as sincere and fervent as heart could desire, I therefore, repeat, we are right glad to see you here. Citizens of Montreal, I now call upon you to do all honor to the distinguished strangers, friends I should say, who have conferred honor and happiness upon us by attending this festival and assisting us in celebrating an event of the highest importance to our future welfare. I give you as a toast "Our Guests."

Hon. GEO. MOFFATT called for three cheers, which were given most enthusiastically.

Air—"Yanke Doodle."

Ex-Governor KENT, of Maine, said—I remember, Mr. Chairman, when I was a boy it was usual to hear people talk about taking Canada, and this morning when I walked through your streets and saw the number of my countrymen who were in them, I began to think the old prophecy might become true. But I soon found that instead of our taking Canada, Canada had taken us—not as prisoners of war, but as friends; and I thought the only danger was from the warm and strong grasp of friendship that was given. I remember, not many years ago, there were difficulties and differences between the two countries—that we had a difficulty respecting the boundary line—a boundary now passed by an iron railway which now riveted two countries together—a rivet so firm that hereafter it could not be shaken nor obliterated. It had been said there was nothing in religion, morals, nor politics which could not be found foreshadowed in one of those two great books, the poetry of Shakespeare and the Bible, and he thought that the great master mind of the poet must have had in view the epoch of railways, when he spoke of friendship held by links of steel. Still, however, though it might take a high polish, and thus might be better adapted to some uses, was too brittle a metal to represent the bond of friendship. Iron had been found to be a metal that would not easily break. The link brought all together as inhabitants of one continent, day by day, into closer communion. The railroads had scarcely been begun when they were followed by the telegraphs; and this great idea of bringing lightning from heaven to serve the purposes of commerce and business, he would be excused for describing as a great American idea. It had been said by one of the rustic bards of his country, in lines which contained more truth than poetry, that

'Twas Franklin caught the light'nig horse
Which was harnessed by Professor Morse.

In behalf of the multitude of guests which the citizens of Montreal had invited to participate of their splendid hospiatlity, he thanked them. His countrymen came there with no jealously, nor misgiving; but heartily to join their congratulations with those of the people of Montreal at this celebration of what the latter had done and would do. He saw as he passed through the streets a flag, on which Canada had set forth what she was doing emblematic of this night, railways stretching from the Atlantic to the Pacific, and of this bridge the greatest work of the age, and while Canada did so she seemed to put this question "What do you say to this, Uncle Sam?" All he could say in reply was in the language of Uncle Sam, "That it did beat all natur!" and that Americans appreciated the great result that must flow from it. He ended by proposing as a toast "Canada:—May what she has done and is doing be only a prelude to what she will do."

The HON. JUDGE DAY proposed the next regular toasts—He said that it was his special duty on behalf of the citizens of Montreal, and, if he might say so without presumption, of the people of Canada, to tender his special acknowledgements to the gentleman who had last spoken, the worthy son of a great nation, for the expressions of kindness and the graceful compliments with which that gentleman had been pleased to notice the people of Canada. That kindness had hit its mark. It had gone direct to the hearts of the Canadians present. Of that gentleman's complimentary opinion, it did not become him (Judge Day) to speak; but having to proceed with the discharge of his duty, he must say that it was with some surprize that he found himself in his present situation. The place ought to have been held by some eminent merchant, and could have been held with more propriety by none more than by the gentleman on his left, the (Hon. Geo. Moffatt.) The occasion was a great business festival—a jubilee of trade, the standing point between the completion of a vast enterprize and the results which were expected from it. It was one connected with the rules which regulated trade, and which led to the opening up of new avenues of commercial prosperity. This was a great subject, but it was one which any business man would have been more competent to treat. It required a large range of facts which he did not possess, and if he had prepared himself by looking into the ordinary sources of information—the newspapers, in which everything was true, he would have met with assurances with respect to the markets, which were in contradiction to the order of nature. He would have found that lead was bullion, and that feathers were heavy. He would have learned, moreover, that ashes were quiet, which was well on a windy day, and he wished his friends in front of him were so also. But leaving the barren facts, and turning to topics which might serve to interest his friends from the West—that great West which said so many good things, but none better than the western men—if he turned to their great products, pork and flour, what should he say of them? If he attempted a prime speech upon it, he would shortly get into a prime mess; and in flour his knowledge was not sufficient to enable him to form a flowery period. The only interesting fact he had with respect to flour, was that when other materials were scarce, bakers sometimes put it into their bread. He had pursued this train of levity rather farther than he intended. It was not singular that in such a country as this, all their attention should be directed with interest and consciousness to the present and the future. He turned to that favoured country, to that Republic, of which so many of the guests of that day were proud to call their native land, and on every hand he saw springing up numberless cities, blessed with riches, extending on every hand a wide spread cultivation, which gave birth to commerce, whose railways, ships, and canals bore interest of the enterprize of the people. And in this Province like evidence was not wanting. The sister cities of Canada, and the city of Montreal were full of the healthy expression of that prosperity. Spacious and well filled warehouses, wharves loaded with costly merchandize, the busy homes of labour, rich banks, imposing public edifices, and luxurious private mansions, all showed that the stirring energies of life were stimulated by those hopes and motives, which in free countries where order and law prevailed, and where industry was sure of its reward, are always mighty and prevailing powers. What would be, might be conjectured, if one looked back at the beginning of the century, and compared what was then and what was now. He could not enter into details; but he asked them to reflect on the increase of population, of wealth, high intelligence, and of all those other powers that make up a nations life, and he then asked them to compare this with what had existed, and calculate if they could from thence what the close of the present century might be expected to produce. Even in respect to the railway system, it had yet to unite the cities of Canada to those of the neighboring republic, and to join the stormy waves of the Atlantic with the more peaceful waters of the western ocean. But was there to be no improvement in convenience, nor in rapidity of travelling. Was the maximum attained, or would not the children of the present generation, perhaps this generation, look back at the very speed now so much admired, and consider it as not a tardy pace? That reflection brought to his mind the account by Macaulay of the state of the public conveyances two hundred years ago. He said that in 1599, coaches from Oxford took a very long time to travel to London, and that when in 1699 a coach was started to run between sunrise and sunset on a summer's day, the improvement was considered a wonderful one, and was inaugurated with immense preparation and solemnity. The Vice Chancellor fixed the hour of departure, and notice of the event was given through all the towns. But the most remarkable thing was that it greatly disturbed the minds of many good people who considered that great danger was to be apprehended from so vast a change.

Here the company crowded so much upon the neighbouring tables for the purpose of hearing the speaker that some of them gave way with a great crash. His Honour therefore said that being so unfortunate as to break down the tables he would conclude.

HIS WORSHIP THE MAYOR then said:—The next toast I am about to offer is intimately connected with the occasion we are all met to celebrate. It relates to an enterprise, which it is not too much to say, was grand in its undertaking, grand in its importance, details and extent—I need not tell you that I mean the Grand Trunk Railway of Canada. Whatever exceptions may have ever been taken to any of its details its importance and value to the commerce of Canada were undeniable, they were universally admitted. Upwards of 850 miles of this gigantic enterprise are now open for travel, and all that is wanted to make this great national work complete is the Victoria Bridge, a work destined to be one of the greatest achievements of scientific skill in the Universe. Gentlemen is impossible to exaggerate the importance of this great undertaking, and the advantages it affords to the commerce of this country; I am not therefore surprised to see so much enthusiasm manifested to-day in celebrating the opening of the Grend Trunk Railroad to Toronto. It would be unjust, Gentlemen, did I on this occasion omit to mention that, notwithstanding the stupendous difficulties that could not have been foreseen or provided against at the commencement of the work, the Directors and Contractors have, in the face of all obstructions, finished the extensive portion of the undertaking now complete, in a manner which is pronounced to be safe, durable and most satisfactory. Let us, then, give due honor or both to the Directors and the Contractors; to the former for the assiduity with which they have watched over the undertaking; to the latter for the courage, skill, and promptitude with which they have fulfilled their engagements.

MR. MAYOR,—I thank you most sincerely and gratefully on behalf of the Directors and Shareholders of the Grand Trunk Railway, for the very kind terms used by you in proposing this toast, and I am equally grateful to you, gentlemen, for receiving and responding to it so heartily. As his Honor the Mayor, has justly observed, the Directors of the Company have had great difficulties to encounter since the construction of the works was commenced, and it seems almost a marvel that means have been found to carry them on so far towards completion, during a period of war and consequent commercial depression and scarcity of money. Indeed, we could not to-day have been celebrating or inaugurating the opening of the Railway from Montreal to Toronto and the West, were it not for the fact that the Company numbered amongst its proprietors some of the wealthiest capitalists of the world. His Excellency the Governor General, during the course of his eloquent and impressive speech, had alluded to a paragraph in Lord Durham's report, in which it was stated that in 1839 there were but 15 miles of Railroad in Canada, which connected the St. Lawrence with Lake Champlain; but the fact is, that in 1849, ten years later, we had only 50 miles of railway constructed, and all in Lower Canada. The merchant princes of Montreal, foremost in every Canadian enterprise, had built a railway to Lachine, and carried the St. Lawrence and Atlantic from Longueuil to St. Hyacinthe, 35 miles all told, and yet not one mile had been made in Upper Canada. The Great Western and other railways had been spoken of in that section of the Province, but that was all. In fact, who was there then in the Province, and now present, who did not recollect the disastrous years of 1847, 1848, 1849, and 1850. A commercial depression and gloom pervaded the whole country, and the business men of the Province had not only abandoned all hope of making railways, but had begun to believe that labor would not produce its reward, or capital its fair return. In the depth of this depression the Government of 1849 submitted to Parliament a most important act, known commonly as the railway guarantee act. This measure was suggested by Mr. Hincks, then Finance Minister of the country, under the Administration of Messrs. Lafontaine and Baldwin. It authorised the guaranteeing of the interest on half of the cost of the construction of a railway with certain limitations. Its immediate effect was to enable the St Lawrence and Atlantic Company to proceed with the construction of their Railway, and ultimately when the Legislature in 1851, at the suggestion of Mr Hincks, amended the Act, authorising the extension of the guarantee to the principal as well as the interest, the Great Western was proceeded with, and not till then.

A discussion had arised about this period, upon the subject of constructing a line of Railroad from Halifax to Quebec by means of Imperial aid. Earl Grey had written a despatch pledging to a certain extent the Home Government, and in the winter of 1852, Mr Hincks and Col Tache, and Mr Young, of Montreal, proceeded to New Brunswick, and thence to Nova Scotia, for the purpose of procuring the joint action of those Provinces with Canada, in securing Imperial aid for the purposes of the line of Railway in question. The co-operation of New Brunswick was secured, but Mr Howes who had agreed to act for Nova Scotia failed to proceed to London, and Mr Hincks and Mr Chandler were left without Mr Howes assistance.

It is not necessary to occupy time in stating that Mr. Hincks and Mr. Chandler failed to obtain the co-operation of the Home Government. Earl Grey had left the Colonial department, and had been succeeded by Sir John Packington, who virtually refused to do anything, and Mr. Hincks then turned his attention to the great object of securing a continuous line of railway from Montreal to Toronto. He made a preliminary arrangement with Messrs. Peto & Co. which, after the fullest investigation before a Parliamentary Committee, received the sanction of the Canadian Legislature, and a charter was granted for the construction of the Grand Trunk Railway from Montreal to Toronto. The Quebec and Richmond had already obtained a charter, and in 1852 it was obtained for the line from Quebec to Trois Pistoles.

He, Mr. Ross, had been sent to England immediately after the session of 1852 to complete the contracts with Messrs. Jackson, Peto, Brassey and Betts, and while there received letters from Mr. Hincks suggesting the amalgamation of the several lines now embraced by the Grand Trunk Railway Company, and succeeded in carrying out the arrangement.

Embraced in this amalgamation was the bridge across the St. Lawrence, now known as the Victoria Bridge, and Mr. Hincks' object, as the Provincial Premier, was to secure the construction of a continuous line of Railway from the extreme Western boundary of the Province to Quebec during summer, to Portland in the winter, while the harbour of Quebec was closed with ice. It was thereby hoped that a large share of the traffic seeking the Western States, and coming from thence, as well would pass through the Province, and by the amalgamation of the Toronto and Sarnia, the St. Lawrence and Atlantic, and the Quebec and Richmond, and the leasing the Portland line (known as the Atlantic and St. Lawrence,) a continuous line under one management was secured from the extreme West to a summer and winter Atlantic Port. The line from Quebec to Trois Pistoles was also included, because it was hoped that the Imperial Government would eventually carry out Earl Grey's views and connect Halifax and Quebec by railway.

The amalgamation spoken of therefore together with the construction of the Victoria Bridge as a part of the agreement was the best thing that could have happened for Montreal, and would in his (Mr. R. J.'s) opinion prove in the end the best possible bargain for the shareholders.

This had been his opinion when the prospectus of the Grand Trunk, was issued, and it was his opinion still. He believed that the stock of the Railway would ere long prove remunerative to the proprietary—would pay all the prospectus had promised—look at its advantages! Look to the feeders which it had and would have in the Prescott & Ottawa; the Brockville and Pembroke; the Belleville and Peterboro; the Cobourg and Peterboro; the Port Hope and Sarnia; the Toronto, Simcoe, and Lake Huron; the Stratford and Goderich, and the London and St. Mary's lines, the rapid development of the resources of the country, encouraged him and ought to encourage every shareholder in the opinions he (Mr. R.) had expressed. Those who took exception to the amalgamation of the lines from Montreal to Portland had not studied and did not mention the subject, and the more it was discussed the better would it be understood. Thousands who had been opposed to the enterprise were daily becoming its friends, because they saw the great good that it was doing to the country. There were met at the magnificent banquet before them gentlemen from Boston, from Portland, from Quebec, and from Toronto, who had all come on the Grand Trunk Railway during yesterday—and within yesterday and the day previous upwards of 5000 people had been brought in safety from the several points mentioned to Montreal. Before concluding he (Mr Ross) had been requested to propose as a toast, American railways and prosperity to them. He had great pleasure in doing so, because every American railway which directly or indirectly connected with the boundary line between Canada and the United States, promoted trade between Canada and the neighboring Union—benefitted the railway companies on both sides of the line, and gave effect to the Reciprocity-Treaty, to which allusion had been so happily and eloquently made by his respected friend on his right, Senator Wilson from Massachusetts. In the words of that honorable gentleman we were truly made friends, and the bonds of peace were made to unite us by the strongest possible ties. He therefore begged leave to conclude by proposing presperity to the American Railways.

The toast being drank, the Governor General and the other guests departed.

Mr. Jno. Beverley Robinson, Mayor of Toronto, then rose and made a speech testifying the high sense he entertained of the manner in which the guests from Toronto had been received in Montreal.

Before closing this account of the dinner; it is but justice to say that we never saw any feast approaching to a fourth of the extent of the present one, which was served in so satisfactory a manner. Messrs. Compain and Moulin deserve the greatest possible praise.

The Champagne came from the stores of Mr. H. Chapman, agent for Jules, Mumm & Co.

The decorations were under the directions of Mr. Spence, and the fittings under that of Mr. Perry.

THE HOTELS ON TUESDAY NIGHT.—Such crowding and packing as were witnessed in the various hotels and lodging houses in this city on Tuesday night, was never witnessed before. Many hundreds of ladies and gentlemen were obliged to content themselves with a nap on the sofa or on chairs, in the various parlours and sitting rooms.

The St Lawrence Hall accommodated 500; out of that number 98 were obliged to sleep in the large ball-room; and others remained in the dining-room and office all night. The Mayor of Portland, the Mayor of Cleaveland, Ohio, are staying at the St Lawrence Hall, as well as the Governor General's Staff, Colonel Irvine, Lieut. Douglass, and —— Pennefather, Esq.

In the Donegana there were from 300 to 400 accommodated, and about fifty were obliged to lounge in the parlours all night. The Governor of the State of Maine is staying here; likewise several of the most eminent of the Boston Bankers.

The Montreal House accommodated about 300; out of that number many ladies and gentlemen were obliged to sleep on the sofas and chairs in the parlours and sitting-rooms. The Boston Common Council are accommodated here, Mr. Coleman fiitted up a dwelling expressly for them.

The Steamers "John Munn" and "Quebec" were crowded with guests.

The Band which accompanied our visitors from Portland serenaded the American Consul, Mr. Dorwin, last evening. Mr. D. and Senator Wilson then addressed them, and invited them to partake of the hospitalities of his house.

ROBBERY.—Yesterday afternoon, in one of the hotels of this city, a gentleman had his pocket picked and fifty dollars taken out of it.

Mr. Andrieu's Panorama will be exhibited again this evening at the Theatre Royal. Secure an early seat.

SPECIAL NOTICES.

☞ Pay your Gas Rent on or before (Monday) the 17th instant, at No. 54 St. Gabrial Street, and save 30 per cent. discount.

DIED.

At Salem Terrace on Saturday the 8th inst., Mary Sophia Seers, the beloved wife of Jesse Thayer, Esq., aged 45 years.

☞ Friends and acquaintances are respectfully requested to accompany her remains from her late residence to the Parish Church, and thence to the Catholic Cemetery, on Saturday the 15th inst. at 8 o'clock, without further invitation, as no cards will be issued.

THEATRE ROYAL.

OPEN DURING THE

GRAND JUBILEE WEEK.

ANDRIEU'S GREAT WORK,

THE

WEST AND ITS CITIES,

This Thursday Evening, Nov. 13.

☞ Seebold & Manby's Grand Piano will be used during the Holidays, at which Mr. LABELLE will preside.

Nov. 13. 271

THE BALL.

THE DOORS will be opened at NINE o'clock.

Gentlemen are expected to appear in EVENING COSTUME.

Nov. 13. 271

Owen Sound and Montreal.

"The Owen Sound (C. W.) Times."

MERCHANTS and others desious of extending their business connections throughout the Owen Sound District, will find it to their advantage to advertise in THE OWEN SOUND TIMES.

Goods despatched from Montreal by the morning train will arrive at Owen Sound on the evening of the second day. Address

P. G. LAURIE,
Publisher & Proprietor.

Nov. 12, 1856. c271

WALKING STICK.—Left in a cab engaged in McGill Street, to drive three gentlemen to the Dinner at Point St. Charles on Wednesday afternoon. The cabman will please leave the Stick at the "Herald" Office.

Nov. 12, 1856. 271

N. S. WHITNEY,

276 SAINT PAUL STREET,

OFFERS FOR SALE:

1000 HIDES Spanish Sole Leather
10 cases Assrt'd French Calf Skins
5 do do Patent do do
10 do Shoe Linings
5 do Black Lastings
1 do Machine Silks

Nov. 11. r 269

SWORDS.

RECEIVED, per "CANADIAN," a Supply of

Rifle Officers' Regulation Swords.

Belts, &c. &c.

SAVAGE & LYMAN,

RAILWAY BALL.

LADIES WILL PLEASE LOOK IN OUR WINDOWS.

Wm. BENJAMIN & CO.,

169 Notre Dame Street.

Nov. 11. 269

SAVAGE & LYMAN

HAVE received per Steamer *Canadian* a further addition to their Extensive Stock of FINE JEWELLERY, of every variety and style.

PLATED WARE.

TEA AND COFFEE SETTS,

Castors, Cake Baskets, Trays, Spoon, FORKS, &c. &c. &c.

Plated Side Dishes and Covers,
do Dish Covers,
do Tea Urns and Kettles,

—ALSO,—

A large assortment of FANCY GOODS, PORTMONAIES, BAGS, RETICULES, FANS, &c.

NOTRE DAME,
Corner of Gabriel Street.

Nov. 11, 1856. 269

RAILWAY CELEBRATION.

N. S. WHITNEY,

276 SAINT PAUL STREET,

OFFERS FOR SALE:

50 PCS 24 inch and 4-4 Black Glacis
2 cases 6-4 Grey Cloth Cloakings
1 do Moire and Fancy Cloak Trimmings
5 do Canada Etoffes
2000 Seamless Bags

Nov. 11. r 269

Union Jacks and French Flags,

SIGN OF THE

WHITE LAMB,

154 St. Paul Street.

THE Undersigned has on hand a large quantity of the above FLAGS suitable for the approaching

Celebration of the Grand Trunk,

which will take place on the 12th and 13th of this month.

L. C. BARBEAU.

November 10. b 268

R. SHARPLEY,

WHOLESALE AND RETAIL

Importer of Jewellery, Watches,

ELECTRO-PLATE & PLATED WARE.

PRICE LIST

Of Birmingham and Sheffield Table Electro-Plate.

	Fiddle or Plain.			King's.		Thread	
	1st.	2nd.	3rd.	1st.	2nd.	1st.	
Table Spoons	50s 0d	40s 0d	24s 0d	75s 0d	35s 0d	70s 0d	⅌ doz.
Dessert do	32s 6d	27s 6d	17s 6d	52s 6d	27s 6d	47s 6d	do
Tea do	20s 0d	12s 6d	8s 9d	32s 6d	17s 6d	30s 0d	do
Table Forks	50s 0d	37s 6d	24s 0d	65s 0d	35s 0d	60s 0d	do
Dessert do	32s 6d	25s 0d	17s 6d	45s 0d	25s 0d	40s 0d	do
Soup Ladles	25s 0d	12s 6d	6s 3d	25s 0d	....	20s 0d	each.
Sauce do	4s 6d	3s 9d	....	6s 3d	....	6s 3d	do
Gravy Spoons	12s 6d	10s 0d	6s 3d	15s 0d	....	12s 6d	do
Fish Slices	15s 0d	....	....	25s 0d	....	22s 6d	do
Salt and Mustard Spoons	2s 0d	1s 3d	....	3s 9d	2s 9d	3s 0d	do

The above Sheffield and Birmingham Electro-Plate is a perfect substitute for Silver, and has stood the test in Montreal for over Fifteen Years.

Nov. 10. 268

RAILROAD CELEBRATION.

THE SUBSCRIBER WILL OPEN AT HIS STORE,

CRYSTAL BLOCK,

ON TUESDAY MORNING NEXT,

And for the remainder of the week,

A MAGNIFICENT DISPLAY

Of almost every Article that can be mentioned, in every description of

FANCY GOODS,

JEWELLERY, PLATED WARE,

PAPIER MACHE & CABINET WARE,

And invites the

VISITORS TO THE CITY

To inspect his Stock, which he flatters himself

IS NOT TO BE SURPASSED

In any Establishment in the World!

R. SHARPLEY,

Crystal Block, Notre Dame St.

☞ *IN THE EVENING OF EACH DAY THE STORE WILL BE BEAUTIFULLY ILLUMINATED.*

Nov. 10. 268

To Canadian Buyers.

THE Subscribers respectfully intimate to CANADIAN BUYERS generally, that they have still on hand a large assortment of CLOTHING, &c., which they offer at

Unprecedented Low Prices,

Consisting as follows:

30,000 WINTER OVER-COATS, in every material
20,000 WINTER BUSINESS COATS, do do
40,000 do PANTS, do do
25,000 do VESTS, do do
450 Assorted FUR COATS
500 dozen Assorted FUR CAPS

Together with an immense assortment of Beavers, Pilots, Broadcloths, Doeskins, Horse and Witney Blankets, and other articles too numerous to insert.

WHOLESALE ONLY.

Terms Liberal.

MOSS & BROTHERS,

Wholesale Clothiers and Furriers,

248 St. Paul Street.

Nov. 12. m 270

RAILWAY CELEBRATION.

GRAND SOIREE,

IN THE CITY CONCERT HALL,

UNDER THE MANAGEMENT OF THE COMMITTEE OF THE

MECHANICS' INSTITUTE

OF MONTREAL.

THE COMMITTEE of MANAGEMENT of the MECHANICS' INSTITUTE of Montreal beg to announce that, in connection with the RAILWAY FESTIVITIES, they will hold a SOIREE in the Splendid HALLS of the BONSECOUR MARKET, on FRIDAY EVENING, the 14th NOVEMBER, 1856.

The Executive Committee of the Railway Celebration have, with great liberality, granted the use of all the Splendid Decorations used at the Railway Ball on the preceding evening.

Addresses will be delivered by several distinguished Visitors and Citizens.

Bands of Music and a Quadrille Band will be in attendance.

Tickets, including Refreshments, can be obtained at the Institute, the various Book and Music Stores, and at the door. Gentlemen, 5s; Ladies, 3s 9d.

Chair to be taken at EIGHT o'clock precisely.

GOD SAVE THE QUEEN!

Auction Sales.

BY J. C. SHIPWAY.

Codfish, Herrings, Oil, &c

On Saturday Morning, 15th Nov.,

ON THE ISLAND WHARF,

Will be Sold:

Barrels / Hf-brls } No 1 Split Herrings
Barrels Green Codfish
Large Table Codfish loose
Cod and Seal Oil in barrels

WITH OTHER ARTICLES.

Sale at half-past NINE o'clock.

J. G. SHIHWAY,
271 Auctioneer.

TOBACCOS.

On Saturday Morning, 15th Nov.,

AT THE STORES OF

J. G. SHIPWAY,

Will be Sold,

A large assortment of TOBACCOS,

After which will be offered a general assortment of

GROCERIES.

Particulars in Hand Bills.

Sale at TEN o'clock.

J. G. SHIPWAY,
270 Auctioneer.

GROCERIES.

On Thursday, the 20th November,

At the Stores of

J. G. SHIPWAY,

WILL BE SOLD:

Sugars, Teas, Fish, Oils, Soap, Brandies, Wines, &c.

Particulars will be given.

Sale at THREE o'clock,

J. G. SHIPWAY.
270 Auctioneer.

BY AULD & CO.

CATALOGUE SALE,

At the St. Paul Street Auction Rooms

317 St. Paul Street.

ON FRIDAY, the 14th November,

WILL BE SOLD,

BY LOT AND PACKAGE

A very Extensive and General Assortment of

FALL & WINTER DRY GOODS, FURS, &c. &c.

Catalogues now ready and Goods on view.
Terms liberal.

Sale at TEN o'clock A. M., precisely.

AULD & CO.,
258 Auctioneers.

BY JOHN JONES.

TATTERSALLS.

NOTICE.

SEVERAL Gentlemen having notified the Subscriber their intention of sending Property to be Sold at his SPECIAL SALE, during the Railway Celebration, on THURSDAY next, will please furnish particulars in order to form a Catalogue.

Nov. 11, 1856. 269

TATTERSALLS,

GREAT ST. JAMES STREET.

Second Special and Select Sale

OF

HORSES, CARRIAGES, HARNESS, &C. &C.

ON THURSDAY, 13TH INSTANT,

The Proprietor of Tattersalls will hold his

SECOND AND SELECT SALE

OF

Horses, &c.,

Being on the Second Day of the Grea Railway Celebration.

It will present a favorable opportunity to parties wishing to dispose of such description of property.

Particulars of Entries for this Sale will be made known in a future Advertisement.

Sale at ONE o'clock.

Nov. 8. 267

BY C. F. HILL.

LARGE AND VALUABLE SALE OF

FANCY GOODS, JEWELLERY, &C., &C.

C. F. HILL IS INSTRUCTED TO SELL,

Without Reserve,

At the Montreal Auction Mart, No 37 Great St. James Street,

On Friday & Saturday Evenings,

The 14th and 15th instant,

A Large and Extensive Assortment

OF VALUABLE

GOLD AND SILVER WATCHES,

Fine Gold Chains, and Jewellery,

Of the Finest English Manufacture,

A splendid assortment of Electro Plated Ware, Cake Baskets, Tea Sets, Cruets, Waiters, Forks, Spoons, &c, &c.,

TOGETHER WITH,

A magnificent assortment of

Fancy Goods,

SUITABLE FOR PRESENTS,

Consisting in part

Of Splendid Rosewood and Mahogany Workboxes, Dressing Cases, Desks, Accordeons, Flutinas, Violins, Papier Mache Portfolios, Inkstand Albums, Jewel Boxes, Fans, &c., &c.

—ALSO,—

An Invoice of Splendid

English Engravings,

C. F. Hill would call the particular attention of Visitors, and the Public, to the above Sale which for extent, Value and Exclelence of Goods has never before been equalled in Montreal.

POSITIVELY NO RESERVE.

Sale at SEVEN o'clock.

C. F. HILL,
268 Auctioneer.

SHIRTS! SHIRTS! SHIRTS!

COLLARS! COLLARS! COLLARS!

Gloves! Gloves! Gloves!

TIES! CRAVATS! SCARFS!

A large assortment of the above at

F. GROSS'S,
Shirt Warehouse, 151 Notre Dame St.

Nov. 12. 270

---

149 NOTRE DAME STREET.

C. I. ASCHER,

IMPORTER OF

WATCHES, JEWELLERY,

AND

FANCY GOODS,

HAS received by the late Steamers, in addition to his Stock, an assortment of WATCHES, GOLD CHAINS & ALBERTS, BRACELETS, BROOCHES, and a variety of other Goods.

—ALSO,—

A CONSIGNMENT OF

OIL PAINTINGS & ENGRAVINGS,

Handsomely Framed, which will be offered at a small advance.

☞ Retiring positively from the Retail business after the present Festival GREAT BARGAINS MAY BE OBTAINED.

149 Notre Dame Street.

Nov. 12. 270

SILVER TEA SERVICES

AND

Electro-Plate Baskets, Salvers, &c., &c.,

IN GREAT VARIETY and of the BEST QUALITY.

ALEX. LEVY.

Auction Sales.

BY JOHN LEEMING.

Closing Sale.

AT THE STORES OF

MESSRS. A. URQUHART & CO.,

On FRIDAY, November 14,

WILL BE SOLD,

BRANDY, GIN, PORTER, ALE,

FRESH GROCERIES.

Consisting of:

150 hhds Bright Porto Rico Sugar
500 brls Crushed do
150 do Golden Syrup
500 boxes Layer
500 do Muscatel } RAISINS—New Fruit, Crop 1856.
500 hf-bxs do
600 qr-bxs do
20 caroteels / 50 brls } Zante Currants
200 bags E. I. Rice
50 do Laguayra Coffee
250 bxs Belmont Sperm Candles
10 csks Fig Blue
500 bxs Casey's Liverpool Soap
300 bxs Glasgow Pipes
100 kegs Sulphur
500 boxes Maccaroni
50 do Salad Oil
50 brls Hibbert's Porter
50 do Trueman's do
50 do Allsopp's Pale Ale
25 hhds Cognac Brandy
30 do DeKuyper's Gin
10 do Coleman's Mustard
60 qr-casks Blundell's Linseed Oil
Pepper, Pimento, Nutmegs, Cloves
Alum, Epsom Salts, Sardines
Salad Oil, Bordeaux Vinegar
Pearl Sago, Glenfield Starch
Black Lead, Putty in bladders
Maccaroni and Vermicelli
Castile Soap, &c. &c.
—And,—
50 kegs Bi-Carbonate Soda

WITH OTHER ARTICLES.

Sale at TEN o'clock.

JOHN LEEMING,
269 Auctioneer.

LIVERPOOL SALT IN BAGS.

On FRIDAY, the 14th November,

AT STORES OF

Messrs. A. Urquhart & Co.

For account of J. H. WINN, Esq.,

WILL BE SOLD:

2350 Sacks Liverpool Coarse Salt.

The Salt will be put up immediately on the conclusion of Messrs. A. URQUHART & CO'S SALE.

JOHN LEEMING,
268 Auctioneer.

Trepain Packing Salt.

ON FRIDAY Next, the 14th Nov,

Immediately after the SALE at Messrs. A. URQUHART & CO.

WILL BE SOLD

ON ACCOUNT OF

MESSRS. H. CHAPMAN & CO,

2,500 Brls / 10,000 Minots } TREPAIN PACKING SALT

JOHN LEEMING,
270 Auctioneer.

LARGE WINE SALE, &C.

PORT, SHERRY, CHAMPAGNE, Hock, Claret, Brandy, GIN, PORTER, &c. &c.

ON SATURDAY, November 15,

WILL BE SOLD,

FOR ACCOUNT OF

MESSRS. RYAN, BROTHERS, & CO.,

AT THEIR STORES,

St. Peter Street.

Pipes / Hhds / Qr-Casks / Octaves } PORT WINE. } "Quarles Harris," "Carlos Brandao," and other brands.
Butts / Hhds / Qr-Casks / Octaves } Pale, Gold, and Light Gold SHERRIES. } "Paul & Dastis," and other brands.
CHAMPAGNE, "Clicquot," "Moet & Chandon," "Golden Grape," and other brands
BURGUNDY, White and Red
HOCK, Sparkling & Still
CLARETS in wood and bottle
BRANDY, "Hennessy," "Planat," in wood & bottle
GIN, "DeKuypers"
Fine OLD TOM
RUM, Jamaica and Antigua
"Guiness" Dublin PORTER in Wood & Bottle
Bordeaux Vinegar
TEA, English Congou, Twankay, Young Hyson
Nutmegs
Switzer and Belgium Cheese
Belgium Candles
Patna Rice
Liverpool Soap, "Steeles," and "Blake and Maxwells"
Vermicelli
Prunes in jars
Preserved Fruits, &c. &c.
—Also.—
Liverpool Salt in bags
Herrings, No 1 and Extra in barrels & halves, North Shore
Do in barrels, Labrador
Green Codfish
Genuine Digby Herrings in boxes
Very Superior No 1 Haddock
—And if arrived in time,—

Mackerel, Hake, Cod, and Seal Oil,

Per "True Blue."

Sale at half-past TEN o'clock.

JOHN LEEMING,
270 Auctioneer.

☞ The room will be comfortably heated for the Sale and Luncheon provided.

STEAMER "MONTMORENCI" FOR SALE.

WILL BE SOLD BY AUCTION,

At the Office of the Subscriber,

AT TWELVE O'CLOCK,

On FRIDAY, 14th November, inst.

The above Steamer, with all her Tackle, Apparel, Engines, &c., &c.

The following are her dimensions:—

Length of keel.........170 feet
Breadth of beam......... 28 "
Depth of hold......... 10 "
Length of stroke......... 6 "

Is propelled by Two Engines of 30 horse-power each; carries 3,000 barrels flour, and will pass the Canal with 2,500 barrels.

The Engines and Boilers were manufactured under contract for the Government, and are superior. She is four years old.

The Steamer will be in port after the 8th instant, for examination.

TERMS:—One-third CASH, remainder in two years, by furnishing good security.

Further particulars on application to

JOHN LEEMING,
264 Auctioneer.

CRUSHED SUGAR, ZANTE CURRANTS, Turkey Figs, &c. &c.

On SATURDAY, November 15,

AT THE STORES OF

EDWAD MAITLAND, TYLEE & CO.,

WILL BE SOLD,

A General Assortment of

FRESH ENGLISH GROCERIES,

WINES, LIQUORS, &c. &c.

—ALSO,—

London Crushed Sugar
Fresh Zante Currants
Fresh Turkey Figs
—And other articles,—

PARTICULARS HEREAFTER.

Sale at TWO o'clock.

JOHN LEEMING,
260 Auctioneer.

RICH CUT GLASSWARE

AND

ELEGANT CHINA WARES,

OF EVERY DESCRIPTION, for domestic use and Ornamental purposes.

ALEX. LEVY,
Notre Dame Street.

Nov. 12. r 270

Just Landed,

60 BARRELS NO. 1 MACKEREL.

For sale by

JOSEPH TIFFIN.

Auction Sales.

BY JOHN LEEMING.

EXTENSIVE AND IMPORTANT SALE OF SUGARS AND GENERAL GROCERIES.

ON FRIDAY, November 14,

At the Stores of

MESSRS. J. & J. MITCHELL,

WILL BE SOLD

For their Account:

321 Hhds / 250 Brls } BRIGHT PORTO RICO & CUBA SUGARS
800 pckgs Hyson, Twankay and Young Hyson Teas
Brls / Hf-brls } Choice No. 1 Split Herrings
Brls Cod and Pale Seal Oil
Brls Blubber
Brls Salmon Trout
Brls / Hf-brls } Wet and Dry Table Codfish
Boxes Lobsters
Boxes and Tins Fine Bermuda Arrowroot
Boxes Orange Peel
Boxes Ground Pimento
Hhds / Qr-csks } "Hennessey's" and other brands Brandy
Hhds "DeHoop's" Superior Geneva
Casks Cod Liver Oil
Brls London Porter and Ale
Boxes Preserved Salmon
Qr-casks Port Wine, &c. &c. &c.

Sale at NINE o'clock.

JOHN LEEMING,
269 Auctioneer.

WINES, BRANDIES, GIN, RUM, SUGAR, WINDOW GLASS, OILS, PAINTS, GROCERIES, &c., &c.

At the Stores of Messrs.

I. BUCHANAN, HARRIS & CO.,

On FRIDAY, November 14th,

WILL BE OFFERED TO THE TRADE,

viz:

30 hhds "HENNESSY'S" PALE and DARK BRANDY
100 cases do do do
10 qr-casks / 15 octaves } do Very Sup. PALE BRANDY, Vintages 1849 and 1847
5 qr-casks / 10 octaves } do Superior BRANDY COLORING
35 hhds "DeKUYPER'S" GIN
100 cases do do green and red
10 pipes / 15 hhds / 35 qr-cks } "BURGUNDY," "MASDEU," & other PORTS
50 pipes / 35 hhds / 100 qr-cks } "GRAHAM'S," "SANDEMAN'S," and "TAYLOR'S" SUPERIOR PORT WINES, of various grades and vintages
10 butts / 30 hhds / 15 qr-cks } "GORDON'S," "P. DOMECQ'S" "& CAMPBELL'S" Sup. PALE SHERRIES, various grades
7 hhds / 10 qr-cks } "P. DOMECQ'S" Celebrated Pale Sherry Brand, "ROYAL ARMS OF SPAIN"
500 baskets CHAMPAGNE, "MOET and CHANDON'S," "RUINART PERE et FILS," and "PERRIER et FILS"
15 puns Superior JAMAICA RUM
6 puns / 4 hhds / 2 qr-cks } "RAMSAYS" Superior ISLAY WHISKEY
75 barrels Pale Ale, "Bass" and "Allsop's," quarts and pints
100 barrels LONDON PORTER, "ABBOT'S," "BYASS," and "HIBBERT'S," quarts and pints
10 cases English Cheese
50 do Lobsters, in tins
100 boxes Belmont Sperm Candles
15 hhds "Coleman's" Mustard
20 barrels / 37 cases } Pickles, "Batty's" and "Wix's,"
10 cases Sauces and Ketchup do do
750 boxes Tobacco Pipes
1000 boxes "STEELE'S" LIVERPOOL SOAP
50 barrels Crushed Sugar
25 barrels Blacking, "D & M"
100 crates Porter Bottles
100 kegs Carbonate of Soda
50 casks Glassware
100 barrels Soft Shell Almonds
50 kegs Lockfine Herrings
20 boxes Ling Fish

—ALSO,—

Alum, Sal Soda, Epsom Salts, Borax, Cinnamon, Cloves, Nutmegs, Pepper, Pimento, Mace, Ginger, Currants, Valentia Raisins, Liquorice, Maccaroni, Vermicelli, Salad Oil, Table Salt, Starch, Castile Soap, Windsor Soap, Corks, &c., &c.

—AND,—

500 boxes 7 x 9 German Sheet Glass
300 do 8 x 10 do do do
250 do 10 x 12 do do do
250 do 10 x 14 do do do
500 do 16 x 12 to 42 x 30 do do do
150 kegs "James's" Dry Leads
1000 do do Genuine Paints
100 casks Whiting
35 do Venetian Red and Ochre
100 tins Rose Pink
50 casks Linseed Oil (raw and boiled)
1000 casks Cut Nails
25 do "Griffin's" Horse Nails
40 do Coil Chain

And, if arrived in time,

The Cargo of the "Experiment,"

From St. Johns, N. F.

CONSISTING OF:

Large Table Codfish
Barrels Cod Oil
Barrels Round Herrings

TERMS LIBERAL.

Sale at TWO o'clock.

JOHN LEEMING,
264 Auctioneer.

SUGARS, MOLASSES, LIQUORS, Raisins, Spices,

AND

GENERAL GROCERIES.

ON FRIDAY, NOVEMBER 14,

AT THE STORES OF MESSRS.

DAVID TORRANCE & CO.,

Will be Sold for their account:

75 hhds Bright Porto Rico SUGAR
161 do do Cuba do
18 do Fair do do
350 brls Crushed White Refined do
110 puns Choice Muscovado Molasses
15 hhds Martell's Pale Brandy—vintage 1851
5 do do Dark do do 1851
22 do do do do do 1855
30 do do Pale do do 1855
150 cases do do do Old and Choice
120 hhds DeKuyper's Geneva Finest
230 cases do do Green
90 brls Hibbert's London Porter, Quarts
50 do do do Pints
200 do Truman, Hanbury & Co., Quarts
100 do do do Pints
25 hf caroteels / 60 brls } Currants. Choice New Crop Fruit
600 bxs Layers
800 bxs Bunch } Raisins. Crop 1856.
600 ½ do
500 ¼ do
300 bxs Belmont Sperm Candles
500 bags Rice
50 chests Pearl Sago
25 do Large Grained do
50 chests / 1000 matts } Cassia
50 bales Finest Cloves
500 bags Black Pepper
20 do White do
10 casks Nutmegs
500 bags Manila Coffee
125 do Choice Brazil do
50 matts Finest Java do
2000 bxs Casey's Crown Brand Liverpool Soap
500 bxs Button Blue
500 lbs Madras Indigo
500 jars Coleman's Mustard
70 kegs Refined Saltpetre
500 bxs Glasgow Pipes
40 casks Finest Olive Oil
60 brls / 20 hhds } Pure Cod Oil
30 bags Pimento
200 bxs White Bar Soap
50 chests Fine Souchong Tea
200 hf chests Young Hyson do
150 hf chests Twankay Tea
50 qr cks Vinegar

ALSO,

500 brls Liverpool Salt
500 qtls Table Codfish
40 bxs do do
75 brls No. 3 Mackerel
100 brls Choice Split Herrings

Sale at TWELVE o'clock (Noon) punctually.

JOHN LEEMING,
269 Auctioneer.

FOR THE COMING BALL.

MRS. ROBINSON begs to inform the LADIES of Montreal that she has just received from New York a well-selected and Splendid Assortment of CAPS and HEAD-DRESSES, in every variety and style.

Also, a Splendid Assortment of BONNETS.

Nov. 8. 267

FOR SALE—

Large Table Codfish, loose and in 4 and 5 qtl casks
Green Codfish in barrels
Barrels and tierces Cod Oil
Cargo of Brigt. "JANE," from St. John's, Nfld.

ROBERT SIMMS,
19 St. Sacrament Street.

Nov. 12. r 270

Auction Sales.

BY BENNING & BARSALOU.

BOSTON PIANOS.

The Subscribers have received instructions to sell AT THEIR STORES,

On FRIDAY next, the 14th Nov.,

8 New, 6 and 7 Octave,

Rosewood Boston Piano Fortes,

Manufactured by NEWHALL & Co., Boston.

These PIANOS, for style of Finish and brilliancy of Tone, are unsurpassed, and combine all the Modern Improvements of the day.

The above Pianos are now on view.

Sale at ELEVEN o'clock.

270 BENNING & BARSALOU.

TRADE SALE OF

DRY GOODS.

BY CATALOGUE.

The Subscribers have been instructed

WILLIAM HOBBS, JR.,

TO SELL AT HIS STORES,

Old Exchange, Little St. Joseph Street,

On FRIDAY, 14th November,

A General Assortment of

STAPLE DRY GOODS,

COMPRISING IN PART:

Blankets
Flannels
Striped Twill'd Regattas
Heavy Tweeds and Doeskins
Black Cloths and Cassimeres
Grey Cottons
White Shirtings
Linen Thread, &c.

Sale at ELEVEN o'clock.

266 BENNING & BASALOU.

EXTENSIVE SALE

OF

WOOLLEN GOODS.

The Subscribers have received instructions to Sell at the Stores of

Messrs. Ross, Neild & Co.,

NO. 285 ST. PAUL STREET,

On Monday, the 17th November,

A most complete Assortment of WOOLLEN GOODS suitable to the Season,

CONSISTING OF

Cloths, Cassimeres, Beavers, Pilots, Reversibles, Hymalayas, Siberian, and Mohair Cloths, Kerseys, Baize & Blankets, &c., &c.

—ALSO,—

A Large Assortment of Tailors' Trimmings, Linings, and Gents' Lambs Wool Pants and Drawers.

TERMS LIBERAL.

Sale at TEN o'clock.

269 BENNING & BARSALOU.

BY J. D. BERNARD & CO.

MILITARY FUR CAPS, SLEIGH WRAPPERS & INDIAN SLEIGHS

At the Stores of the Subscribers,

On Friday next, the 14th instant,

WILL BE SOLD,

BY PUBLIC AUCTION,

For account of whom it may concern:

10 cases Military Fur Caps
15 bales Sleigh Wrappers
(To be sold by the Package only.)
150 Indian Sleighs

Sale at TWO o'clock punctually.

270 J. D. BERNARD & CO.

EXTENSIVE SALE OF

Manufactured Furs, FUR SKINS, &c.

AT THE AUCTION ROOMS OF THE SUBSCRIBERS,

On Monday next, the 17th inst.,

Will be offered to the Trade,

By Public Auction,

A LARGE ASSORTMENT OF

GOODS IN THE FUR LINE.

The assortment Comprises as follows:

350 Natural Otter Caps assorted shapes
300 Dyed do do
200 Plucked do do
300 Beaver fur seal do
100 Natural do
100 Fine Mink do
200 Black Russia Lamb
200 Grey do
500 Real Neutria very fine
300 Plucked and dyed muskrat
300 German mink
500 Astracan
200 Clipped Belgian Cooney
500 Fine Cloth fur bands

With a fine assortment of Ladies Manufactured furs, such as Stone Martin, mink victorines, Boas, gauntlets & Cuffs, fine dark Siberian Squirrel victorines, Boas and Cuffs, mink mitts.

Gentlemen's Astracan and other Fur Coats, Gauntlets, Gloves and Mits, Natural and Dyed Plucked Otter, Dyed and Natural Fur Seals, Black and Grey Russia Lamb, Astracan, Plucked and Dyed Muskrat, real Nutria, Dark Grey Squirrel Skins, Grey Squirrel Sacks, Astracan and Rabbit Linings.

—ALSO,—

100 doz real Buck Mitts
200 " imitation do
200 " Bazil do
150 " Bazil Skins
50 real Buck Skins, and other goods in the same line.

Sale at ONE o'Clock.

J. D. BERNARD & Co.,
270 Auctioneers.

Through Freight and Passage Line.

FOR KINGSTON, TORONTO & HAMILTON, CALLING AT COBOURG, PORT HOPE, AND OTHER NORTH SHORE PORTS,—(weather permitting).

THE Steamer BOSTON, Capt. James Gibson, will leave the Subscribers' Wharf for the above Ports, on FRIDAY, the 14th Nov., at SIX o'clock P. M.

For Freight or Passage, apply to

JOHN MACPHERSON & CO.,
Canal Wharf.

Nov. 12. 270

FOR KINGSTON, BELLEVILLE & RIVER TRENT.

THE Steamer ST. HELEN, C. B. Crysler, Master, will leave for the above and Intermediate Ports on THURSDAY, the 13th November, at TWO P. M.

For Freight or Passage apply to the Captain on Board, or to

J. A. GLASSFORD,
Watson's Buildings,
Canal Basin.

Nov. 11. 269

RESTAURANT,

MERCHANTS' EXCHANGE,

St. Sacrament and Hospital Streets.

MONTREAL.

TABLE D'HOTE FROM 1 TO 3 DAILY.

BREAKFASTS, SUPPERS, LUNCHEONS, &c.

CHOICE WINES AND SPIRITS.

November 10. b 268

RAILWAY TIME.

SAVAGE & LYMAN have received per *Canadian* very fine London made

Gold and Silver Watches,

—ALSO,—

CLOCKS, suitable for Public Offices and Saloons.

NOTRE DAME,
Corner of St. Gabriel Street.

November 11, 1856. 269

DESSERT FRUITS.

Choice Isabella Grapes,

FRESH TURKEY FIGS,

PRUNES, APRICOTS & PEARS,

(IN SYRUP,)

CRYSTALLIZED FRUITS, &c.

FOR SALE BY

S. ENGLISH & CO.,

266 Notre Dame Street.

Nov. 11.

For Sale.

TO THE LADIES.

MASONIC EMPORIUM.

JOHN O. BROWN,

135, NOTRE DAME STREET, 135,

IS now receiving a large and varied Stock of FALL and WINTER GOODS, viz.:—

1000 pieces Velvet, Plush and Moire Trimming Ribbons
100 setts Loop and Braid Buttons
100 gross Enamelled Gilt and Frog do
50 doz Patent and Elastic Belts
50 do Ladies' & Childs' Gauntlets & Gloves
50 do do do Sleeves and Cuffs
50 do do do Polkas
50 do do do Embroid'rd Collars
50 do do do Stays and Bands
200 Long Woollen Shawls, from 7s 6d to 100s
100 Square do, from 1s 3d to 35s
25 doz Embroidered Hoods and Hats
25 doz Beaver and Felt Hats
Ladies' and Children's Cloaks
do do Gaiters
do do Over-Hose

—Also,—

A great variety of other Fancy and Staple Goods, in addition to his already large stock.

To be sold Cheap for Cash, at

J. O. BROWN'S.

Aug. 27. 204

WHOLESALE AND RETAIL FANCY STORE, CRYSTAL BLOCK.

THE Subscriber has now received the largest portion of his Importations for the present year, and as every article is bought direct from the Manufacturers, on the very best terms, they can and *will* be sold LOWER THAN ANY OTHER HOUSE IN CANADA. As the assortment is far too numerous for the limits of an advertisement, only a few of the leading articles are enumerated.

They consist of Plain and Ornamental Stationery, Cabinet and Papier Mache Ware, Musical Instruments, French Clocks, Vases and Bijoutrie, Glass Ormolue and Bronzed GAS and CHANDELIERS; Splendid Drawing Room MIRRORS, from 20x30 in to 50x60, from $17 to $120; Bohemian Glass, Parian and Alabaster Statues and Vases, Artists' Materials in Oil and Water, Daguerreotype Plates, Photographic Papers and Machines.

Lubin's and other Perfumes, Brushes and Combs, Carcel and Solar Lamps, Guns, Pistols and Revolvers.

In JEWELLERY, every article that can be mentioned, of English French, and German Manufacture.

SILVER WATCHES, from £2 10s to £8 10s.

Elegant GOLD WATCHES, from £4 10s to £30.

In PLATED WARE and CUTLERY, every article of the newest designs in use.

Also, Race and Trivoli Games, Pope-Joan, Bagatelle, Backgammon and Chess Boards, Billiard and Bagatelle Balls.

Belmont and Composite CANDLES, 1s 4d and 1s 8d per lb by the Box.

R. SHARPLEY,
Notre Dame Street.

Sept. 17. 222

FALL 1856.

MORISON, CAMERON & EMPEY

RECEIVE

NEW GOODS

BY EVERY CANADIAN STEAMER: ALSO PER MAIL STEAMERS VIA BOSTON.

OUR ASSORTMENT IS AT ALL TIMES **COMPLETE**, OUR GOODS ENTIRELY **NEW**, AND OUR PRICES **REASONABLE.**

BUSINESS CONDUCTED ON THE **ONE PRICE SYSTEM.**

Goods Marked in Plain Figures.

SALES MADE FOR READY-MONEY ONLY.

As we open no Accounts, we can afford to sell at a **SMALL ADVANCE ON COST.**

Upwards of 150 Cases

NEW FALL GOODS

JUST MARKED OFF,

Embracing all the NEWEST STYLES of **DRESSES, SHAWLS, CLOAKS,** AND EVERY VARIETY OF

New Fancy & Staple Dry Goods,

From the Markets of BRITAIN, FRANCE and GERMANY, an inspection of which is respectfully solicited by our numerous Customers

MORISON, CAMERON & EMPEY,
288 Notre Dame Street.

Sept. 19, 1856. 224

M'MILLAN & CARSON,

WHOLESALE AND RETAIL

CLOTHING AND OUTFITTING WAREHOUSE

No. 66 McGill Street.

McM. & C. have just received a large and varied assortment of

FALL AND WINTER GOODS,

Consisting of:

West of England, Scotch, and Yorkshire TWEEDS, Doe and Deer SKINS, all from the best makers, Black, Brown and Fancy Coatings, Beaver and Pilot Over Coatings, West of England and French Black and Coloured Broad Cloths, Cassimeres and Fancy Vesting.

—ALSO—

A choice assortment of GLOVES, NECK TIES Mufflers, Shirts, and Drawers, &c.

Owing to the rapid increase in their Business, they have added largely to their STAFF of WORKMEN, so as to secure the utmost possible promptitude.

GARMENTS of all descriptions made to measure in a manner that cannot be surpassed, either as regards fit, style or workmanship, and at very *moderate prices for cash.*

From the success they have had in cutting that most difficult and important item of Gentlemen's Dress, namely, PANTALOONS, they feel warranted in saying to those who desire a good fitting Pant, made from the best fabrics, that they can be supplied at their Establishment.

McM. & C. beg to say to the Country portion of their Customers that they have on hand a large Stock of

FALL AND WINTER COATS,

Equal in Make to Custom-made COATS. Persons from the Country would do well to call and examine before making their purchases.

Terms Cash, and One Price only.

Scott's, Clay's, and Chappell's Fall and Winter Fashions on hand, and for sale.

September 17, 1856. mwf 222

CARD.

MONTREAL COFFEE AND SPICE STEAM MILLS,

247 Notre Dame Street, West.

WE beg to state that we supply the RETAIL TRADE DAILY with FRESH GROUND COFFEES and PEPPERS, of superior quality, at the lowest WHOLESALE prices.

A Messenger calls daily for Orders, which are promptly attended to.

Coffees roasted by the "New Patent Globe Roasters," cooled and cleaned by the "New Revolving Cooler," and Peppers ground and sifted by the latest improved machinery, at REASONABLE RATES.

JAMES LANGLANDS & CO

Aug. 18. 3m*mwf 196

JOHN M'CLELLAN,

Soap and Candle Manufacturer.

OFFICE—245½ ST. PAUL STREET, three doors east of St. Francois Xavier Street, and next Messrs. Brewster & Mulholland's Hardware Store.

Factory—151 Wellington Street.

BEST WHITE, PALE YELLOW, FAMILY and COMMON SOAP and CANDLES, constantly on hand.

All goods will be delivered on board the Steamers, or in any part of the city, free of cartage. Merchants are respectfully invited to call and examine the articles before purchasing elsewhere.

Sept. 8. 3m mwf 214

CROCKERY,

AT LOW PRICES.

THE Subscribers having received the whole of their Fall Importations, are prepared to supply their Customers and the Trade at LOW PRICES.

THOMSON & MINCHIN,
241 St. Paul Street,
(Successors to Robt. Anderson.

NOW LANDING—
200 brls LARGE MACKEREL
500 bxes Prime DIGBY HERRINGS

McLENNAN, MACNAB & CO.

Oct. 31. 260

For Sale.

CHEAP SALES OF STOUT WOOLLEN HOSIERY!!

AT

151 Notre Dame Street.

F. GROSS invites particular attention to his present stock of Lambs' Wool Under Shirts, Drawers, Hose, Half Hose, &c.

Also, to a large assortment of Fancy Flannel Shirts, now so generally worn.

N.B.—Shirts made to order.

F. GROSS,
Shirt Warehouse,
Corner of Notre Dame & St. Lambert Streets.

Sept. 27. 231

THE GENTLEMEN'S SHIRT STORE, AND Ladies' Underclothing AND BABY-LINEN ESTABLISHMENT,

211 & 213 Notre Dame Street.

JOHN AITKEN & CO.,

AGENT FOR THE

Gorget Patent Self-Adjusting Shirt!

Patentees—Cooper & Fryer, London.

J. A. & Co. have much pleasure in informing the Trade and Gentlemen, that they have been appointed Agents for the sale of the above celebrated Shirts.

Aitken's Celebrated Kanata Shirts

always on hand.

Ladies Marriage Outfits complete

Ladies' Knitted Lambs' Wool UNDER-DRESSES (Glasgow-made).

Children's ditto, very soft and warm.

Oct. 11. 243

Fall and Winter Clothing.

LAVENDER & SUMMERS,

MERCHANT AND MILITARY TAILORS,

80 McGill Street,

RESPECTFULLY inform their friends and the public generally, that they have completed their FALL and WINTER STOCK of Cloths, Beavers, Witneys, Trowser Stuffs, and Vestings, in great variety, which they are now prepared to make-up in the very best style.

A great variety of Shirts, Collars, Gloves, Cravats, Mufflers, &c. &c.

TALMAS.
OVER-COATS.
BLANKET COATS.

And a large assortment of Ready-Made Clothing, suitable for the season, wholesale & retail.

Military Uniforms, Bands', Fire Companies', and all sorts of Fancy Dresses, made up in the best manner.

☞ Please remark—No. **80**, corner of St. Maurice Street.

Oct. 17. 248

HEAR! HEAR!

That's the place for the Clocks, Watches, Jewellery, and Looking Glass Plate.

137 Notre Dame Street, 137,

Next door to the Masonic Emporium.

SIMON HART

CALLS the attention of Watchmakers and Dealers, either Wholesale or Retail, to his large and complete stock, embracing every size of Looking Glass Plate, from 6½ x 8½ to 40 x 22; Clocks and Timepieces from five shillings and upwards; Gold and Silver Watches and Chains, and a fine selected stock of Plated Ware, Fine Gold Jewellery, Portemonaies, Fancy Goods, Watch Materials, Watch Glasses, and other articles too numerous to mention.

Puffing is not required here, as the selected stock will speak for itself. Having lately added largely to my stock, I am now prepared to furnish any amount of CLOCKS, of superior quality, and on as reasonable terms as can be obtained in any establishment in this city.

No connection whatever with any other establishment in this city; and all Watches and Clocks warranted to keep good time, or the money will be returned.

N.B.—No business done on Saturday till after 6 o'clock P.M.

Sept. 2. 6m 209

Pianoforte Warerooms.

A. & S. NORDHEIMER

BEG to announce that they have lately been receiving supplies of the very superior Pianofortes of CHICKERING, STODART & DUNHAM, and that their stock of Pianos by these and other makers is now the largest and most complete that they have yet opened in Montreal, consisting in part of

CHICKERING'S
6 Octaves Rich Black Walnut Cases
6 do Rosewood do
6¼ do do do
6¾ do do do
7 do do do
6¾ and 7 Octaves Fancy Cases and Louis XIV styles

ALSO,

Chickering's New Parlor Grand

STODART & DUNHAM'S
6 Octaves Plain and Fancy Rosewood Cases
6¾ and 7 Octaves Plain and Fancy Cases, new styles

ALSO,

Pianofortes, by other makers, in great variety
Second-hand Pianos, from £10 upwards
Pianofortes for Hire
Old Pianos taken in Exchange, and Tuning and Repairing attended to.

Montreal, 18th April, 1856. 92

By Steamer "North American."

BALL DRESSES, FROM PARIS AND LONDON.

WILLIAM BENJAMIN & CO.

Are now opening the contents of Four Cases of

Ball Dresses, Wreaths, &C. &C.

Expressly imported for the forthcoming

CELEBRATION.

MANY NOVELTIES ALSO IN

SILK & WOOLLEN ROBES.

THE BERNOIS & QUEEN OF OUDE MANTLES,

With several other New Shapes just received. Also, a New Material for making CLOAKS, &c.

169 Notre Dame Street,
Montreal, Oct. 28th, 1856. 257

WELLINGTON & ABBOTT,

47 Water Street, New York,

SUCCESSORS to the IMPORTING BUSINESS of A. SEIGNETTE & Co., offer for sale from United States Bonded Warehouses:—

BRANDIES.—*Cognac*—Jules, Robin & Co.; Otard Dupuy & Co.; Pinet, Castillon & Co.; Marret & Co.; United Vineyard Proprietors.—Emanuel, of various vintages, in half, quarter, and eighth pipes.

Rochelle—Alex. Seignette, P. Leveque, A. Deluce and Moreau.

Bordeaux—E. Chatillon & Co.; E. Guilhon Freres, &c.

FINE CHAMPAGNE.—H. Sutton, 1831; E. Geamy, 1810; Martellon, 1834; Jno. Luc Preller & Co., 1848, and other brands.

GIN.—Knickerbocker, Grape Leaf, Bouquet, J. & J. Nolet's Imperial Eagle and Rose, in pipes and three quarter pipes.

SHERRIES—Duff Gordon, Beigbeder, Crowa, Jerez, and other grades.

MADEIRAS.—Colli, Woodhouse, and other kinds.

PORT.—London Dock Port, Pure Juices and other grades.

BURGUNDY PORTS.—Crown, Star, and other brands.

CORDIALS—Curacoa, Maraschine, Absinthe, Kirsh, Anisette, Vermouth, Brandy Cherries and Fruits.

CHAMPAGNES.—Grande Vin d'Ay, Star, Kermel, Metropolitan, Bouzy, Sillery, Mousseaux.

OLIVE OIL, SARDINES, &c.—Bordeax & Marseilles Olive Oil, French Pickles, Red Argols, Madder, Gum Arabic, Castile Soap, &c.

Sept. 30. 6m TTS 233

IRISH MALT WHISKEY.

THE Subscriber has received, ex "Britannia," the above article in Puncheons and Hhds., from the Celebrated Distillery of JOHN JAMESON & SON, Bow Street, Dublin, which he offers on reasonable terms.

DUBLIN PORTER and SCOTCH ALE, and very fine OLD PALE BRANDY, vintage 1848, in cases 1 dozen each.

DANIEL LANIGAN,
264 Notre Dame Street.

August 8. 188

SCOTCH CONFECTIONS.

THE Subscriber has received a Large Consignment of SCOTCH CONFECTIONS, also JAMS and JELLIES, made by the Celebrated WOTHERSPOON of Glasgow, to which he calls the attention of the Trade.

The Confections are beautifully put up in Tins, and each Case contains an excellent assortment.

ALEX. WALKER,
Custom House Square.

Oct. 1. 234

SALT—LIVERPOOL in Sacks.
For sale by
J. H. WINN.

Augus 19. 197

For Sale.

SOAP AND CANDLES.

JOHN MATHEWSON & SON would invite the attention of the Wholesale Trade to their extensive Stock of Manufactured Goods, viz:

Common, Liverpool, Nos. 1 & 2 Soap.

—ALSO,—

Steam Refined "Pale Soap"

The favour with which this article has been received by the Trade, and the great satisfaction it has given the Consumers, proves it to be THE BEST SOAP IN USE.

Tallow, Wax Wick, and Adamantine Candles, Steam Soap, Candle, and Oil Works, Inspector Street.

Montreal, Sept. 30, 1856. 233

OILS.

FOR SALE—
LARD, W. P. SPERM, ELEPHANT, WHALE, SEAL, RAPE SEED, OLIVE, MACHINERY, TANNERS, AND COD OILS.

Sole Manufacturers in Canada of

MASON'S SPERM OIL,

equal to the best Sperm, but little over half the price, and warranted free from Gum.

JOHN MATHEWSON & SON,
Manufacturers and Importers.

Sept. 30, 1856. 233

MUMM'S CHAMPAGNES.

1000 BASKETS AND CASES of this generally esteemed WINE, the quality of which is guaranteed at least equal to any imported, have just been received by the Subscribers, and will be supplied to the Trade on very advantageous terms.

HENRY CHAPMAN & CO.,
Sole Agents in Canada
For Jules Mumm & Co.

Montreal, Oct. 1, 1856. 234

SAFETY FUSE

FOR MINING PURPOSES, and for IGNITING CHARGES, both in WET & DRY BLASTING, of FOUR different kinds. The COTTON and HEMP FUSE, also the SINGLE and DOUBLE TAPE WATER FUSE, manufactured and sold by

GLENN PUTMAN,

83 Liberty Street, New York.

☞ Orders promptly filled for all kinds of GUNPOWDER, of the most approved brands, EDGE'S EXHIBITIONAL FIRE-WORKS, SHIP SIGNALS, &c. &c.

Nov. 22. 1y 277

WINDOW GLASS,

STAR AND DIAMOND STAR BRANDS.

THE Subscriber has just received, ex "Fadres Minde" and "Midas," direct from Antwerp, a large supply of WINDOW GLASS of the above superior brands.

Also landing, from vessels in port, a complete assortment of GROUND and DRY PAINTS, BOILED and RAW LINSEED OIL, VARNISHES, &c.

A. RAMSAY,
118 and 120 McGill Street.

June 25. 150

HAVANA CIGARS.

B. S. CURRY & CO.

OFFER to the Trade a large assortment of Havana Cigars, of various brands and sizes; and a lot of Manilla Cheroots.

Shortly expected to arrive 30 M Extra Java Principee Cigars.

The above are all guaranteed genuine.

25 St. PETER STREET.

Sept. 30. 233

HAVANA CIGARS,

IMPORTED DIRECT,

FOR SALE by the Subscribers.

B. S. CURRY & CO.,
25 St. Peter Street

August 18. 196

FOR SALE—
MESS PORK,
Montreal and New York Inspection, in lots to suit purchasers.

THOS. GORDON.

August 23. 202

GLASGOW BROSE MEAL
For sale by
A. C. CLARK & CO.,
15 Hospital Street.

Sept. 22. 3m 226

PEASE MEAL, for Soup, Puddings, &c.,
For sale by
A. C. CLARK & CO.,
15 Hospital Street.

Sept. 22. 3m 226

DRED.

PICKUP'S MONTREAL EDITION OF Mrs. Beecher Stowe's LAST THRILLING STORY

Depicting the Wrong & Suffering OF THE SLAVE,

Will be Published This Day,

PRICE, BOUND IN CLOTH, 3s. 9d.
IN PAPER, - - - - - - 2s. 6d.

Sept. 30. 233

HENRY LYMAN, the MARTYR of SUMATRA, 5s
MRS. STOWE'S New Work, DRED, in two volumes, 8s 9d
SPURGEON'S SERMONS, 5s
Dr. Cone's Memoirs, 7s 6d
Kitto's Autobiography, 2 vols, 10s
Hackett's Illustrations of Scripture, 5s
The Tongue of Fire, by Rev. W. Arthur, 3s 9d
Plymouth Collection of Gymns, by Rev. H. W. Beecher, 5s
Trade and Letters, by Dr. Scott, 2s 6d

For sale at the
"WITNESS" OFFICE,
36 Great St. James Street,
Opposite the Wesleyan Church

Sept. 15. 220

CANADA SUGAR REFINERY.

THE Undersigned offers for Sale the usual descriptions of

REFINED SUGAR

AT PRICES LOWER THAN THEY CAN BE IMPORTED FOR:

LOAF SUGAR, in tierces.
DRY CRUSHED, in brls of about 200 lb
GROUND & EXTRA GROUND, in brls of about 200 lbs.
CRUSHED, in brls of about 240 lbs.
YELLOW REFINED, in brls of about 250 lbs.
SYRUP, in brls of about 40 gallons.

JOHN REDPATH.

60 Commissioners Street,
Montreal, August 29, 1855. DC 204

LANDING ex "Anglo-Saxon," "Niagara," "Queen of the Lakes," and other Ships just arrived:—

CHARCOAL TIN, IC, IX, DC, DX, Square, &c.
CANADA PLATES, "Hatton"
GLASGOW BAR IRON
CROCKERY, a general assortment
GLASSWARES, TUMBLERS, WINES, and DECANTERS
SHEET LEAD, SHOT
LEAD and COMPOSITION PIPE

J. H. WINN.

August 19. 197

GRAPE LEAF GIN.

WE are constantly receiving invoices of this celebrated GIN, in pipes and three-quarter pipes. The manufactory from which this Gin is obtained, in Schiedam, has been in existence over 200 years, and therefore explains the reason why this Gin is superior to the common grade of Gin and Schnaps imported into this market.

WELLINGTON & ABBOTT,
47 Water Street, N.Y.,
Sole Agents for the United States.

Sept. 30. 6m TTS 233

JULES ROBIN & CO.'s COGNAC BRANDY.

THIS celebrated and favorite BRANDY is constantly being received, and is for sale in assorted packages by the Agents at the lowest market prices.

WELLINGTON & ABBOTT,
Sole Agents,
47 Water Street, New York.

Sept. 30. 6m TTS 233

Mowing Machines for Sale.

THE undersigned has constantly on hand, and offers for sale, AGRICULTURAL IMPLEMENTS of all sorts, of best manufacture, and on most improved principle.

He particularly calls the attention of Agriculturists to his MOWING MACHINES, which he is confident will give entire satisfaction.

MATHEW MOODY,
Terrebonne.

July 14. 166

PINET, CASTILLON & CO. COGNAC.

THE Subscribers have been appointed the CANADIAN AGENTS of the above-named old established House, and will be prepared to take orders for the Brandies of their Brand.

JOSEPH KNAPP & CO

Sept. 18. 223

For Sale.

Champagne.

THE Subscribers offer for sale, the following Celebrated and Superior Brands of Sparkling CHAMPAGNE WINES:

Max Sutaine & Co. Verzenay & Sillery
Moet & Chandon's do
Heidsieck & Co. do
Charles Heidsieck do
Ruinart, Pere & Fils do
in cases and baskets, of pints & qu'rts

HAVILLAND ROUTH & CO.

Oct. 20. 250

PEMARTIN & CO'S
DUFF, GORDON & CO'S
SIERRA'S
Pale & Golden SHERRIES, of different qualities, in hhds & qtr-cks

COCKBURN & CO'S Fine Old PORT, in do do
BLACKBURN & CO'S MADEIRA, in do do
NATH'L JOHNSTONE & SON'S MARGAUX CLARET, in cases of one and three dozen bottles each

For sale by
HAVILLAND ROUTH & CO.

Oct. 20. 250

FOR SALE—
A Few Tierces Very Superior CAROLINA RICE.

HAVILLAND ROUTH & CO.

Oct. 20. 250

CANVAS.

JUST received and for sale by the Subscribers—

30 bales CANVAS, consisting of best Brown Navy Boiled Canvas, extra all long flax, Grass Bleached, Boiled Tow and Best Brown, well assorted Numbers A O and from 1 to 7—from the old and well known manufactory of Messrs. J. & A. WEBSTER, ARBROATH.

HAVILLAND ROUTH & CO.

Oct. 20. 250

J. & J. MITCHELL

HAVE IN STORE, and are daily expecting, a large supply of the following Goods:

Hhds Bright Porto Rico and Cuba Sugar
Puns Choice Musco Molasses
Puns Old Jamaica, do Superior Cuba Rum
Hhds Hennessey's Dark Brandy
Qr-csks very Old and Superior do
Hhds "Desloop's" Geneva
Baskets Superior Champagne, qts & pts—"Old Anchor Brand," "B. & E. Perrier & Co."
Cases Candied Orange Peel
Cases Brandy Fruits, assorted
Hhds, brls, hlf-brls Aspinall's Superior India Pale Ale and Stout
Boxes, hlf-bxs, quarters Large Table Codfish
Brls Large No. 3 Mackerel
Boxes Lobsters, 1 and 2 lb tins
Boxes & tins Superior Arrowroot
Kegs Tamarinds, brls whole Ginger
Boxes Mott's No. 1 Chocolate, Broma, Soluble Cocoa
Ginger in tin foil, &c. &c.

J. & J. MITCHELL.

August 26, 1856. 203

IN STORE—
"Hennessey's," "Martell's," and "Otard, Dupuy & Co's" Brandies, pale & brown, vintages 1851-55
DeKuyper's Gin, hhds and cases
Muttar's Islay Whiskey, hhds and puns
Jamaica Rum, in puns and hhds
Sherry and Port Wine, in butts, pipes, hhds and qr-casks
Indigo, Nutmegs, Mustard, Currants, Teas, &c

—And daily expected,—

20 hhds Irish Malt Whiskey.

For sale by
HUGH FRASER.

Oct. 7. 239

RED ASH COAL.

THIS is a splendid article of Coal for burning in Grates, or for Cooking purposes. It is clean, and entirely free from smoke and dust. It gives entire satisfaction to all who have tried it.

P. D. CARRIQUE,
No. 5 St. Sacrament Street.

Sept. 29th, 1855. 231

J. GARDNER,

CHEMIST AND DRUGGIST,

293, West End, Notre Dame Street, 293,

HAS constantly on hand for sale, Wholesale and Retail,

Langton's Cod Liver Oil
Dr. DeJongh's do do
Cod Liver Oil and Quinine

ALSO,

A Superior PURE COD LIVER OIL,
(Imported direct from Newfoundland.)

August 20. 198

Cooking Stoves & Iron Bedsteads.

RODDEN & MEILLEUR'S IRON FURNITURE WAREHOUSE

No. 71 Great St. James Street,

SINGLE & DOUBLE BEDSTEADS, CRIBS, COTS, COUCHES, CHAIRS, SETTEES, HAT AND UMBRELLA STANDS, IRON RAILING FOR DESKS, COUNTERS & CEMETERY LOTS.

THE Subscribers will take pleasure in referring intending purchasers of COOKING STOVES to some of those families to whom they have sold the same patterns.

Printed directions given with every Stove, with rules for Baking, Roasting, and Boiling. This will be found of great use to housekeepers.

April 22. 95

SEGARS! SEGARS! SEGARS!

THE following CHOICE BRANDS of HAVANA SEGARS just received, put up expressly, in Havana, for my account.

JOHN LEVY.

Dulcepena Londres,
Jenny Lind Regalias,
Washington Regalias,
Jefferson Regalias,
Permantella Regalias,
Antigudad Londres,
Horedar Londres,
Cobden's Entreactos
Beaumo Amorar
LaSuir Londres
Fanny Elssler's
La National Londres,
Life Guard Operas,
Concha Guard Operas,
Pronitiuds Panatellas,
Confianra Panatellas,
Life Guard panatellas,
Dulcepena Trabullicos,
Dulcepena Trabucos,

With about Twenty-five other Celebrated Brands.

Oct. 29 1856 258

MANUFACTURED TOBACCOS

THE LARGEST and BEST SELECTED Stock of TOBACCOS in this market, of the most favorite Brands, for Sale

JOHN LEVEY.

Oct. 2. 235

YOUNG & DUNCAN,

PHOTOGRAPHIC ARTISTS, AND AMBROTYPISTS,

7¼ GREAT ST. JAMES STREET,
MONTREAL.

AMBROTYPE PORTRAITS,

(In Various Styles.)

THIS beautiful description of Picture is taken on Glass, and hermetically sealed, giving it the most perfect durability. The Ambrotype, in effect, resembles the Mezzotint Engraving, conveying a perfect and life-like representation of nature.

PHOTOGRAPHIC PORTRAITS, of every size, Plain and Colored, in various styles.

Also, LANDSCAPES and VIEWS of RESIDENCES.

Montreal, Nov. 3, 1856. 6m 262

Fresh Fruit, &c.

LAYER & MUSCATEL RAISINS, in whole, half, and qr-boxes
S. S. Almonds, Walnuts and Filberts
Citron, Lemon, and Orange Peel

—AND,—

An assortment of Pickles, Sauces, Sardines, Lobsters, Potted Meats, Fruits in Syrup, &c., &c., on hand and for sale by

ALEX. McGIBBON,
154 Notre Dame Street.

Nov. 8. 267

HARDWARE.

JOHN HENRY EVANS,

Corner of St. Paul and St. Nicholas Streets,
MONTREAL,

IS now receiving in addition to his Stock on hand, FOR THE FALL TRADE,

Heavy Hardware Generally.

—TOGETHER WITH,—

AN EXTENSIVE ASSORTMENT OF

Cutlery and Shelf Hardware.

☞ PRICES LOW and TERMS LIBERAL.

Oct. 1. 234

Ex Steamer "Anglo Saxon":

50 QUARTER-CASKS FINEST IRISH MALT WHISKEY—Brand "Green Distillery," Cork—for sale by

HENRY CHAPMAN & CO.

Oct. 10. 2m 242

Fire Bricks.

25,000 RAMSAY'S BEST FIRE BRICKS, for sale by
HENRY CHAPMAN & CO.

Oct. 28. 2m 257

For Sale.

THE undersigned are authorized to receive ORDERS for DIRECT IMPORTATION, in the Spring of 1857, of

Brandies:

From JAMES HENNESSEY & CO.,
COGNAC.

Port Wines:

From W. & G. GRAHAM & CO. and TAYLOR & CO.,
OPORTO.

Sherry Wines:

From PETER DOMECQ, and GORDON & CO.,
XEREZ.

Scotch Whiskey:

From JOHN RAMSAY,
ISLAY.

ORDERS will be executed on the most favorable terms, and on liberal credits.

I. BUCHANAN, HARRIS & CO.

November 10. 268

Champagne.

500 Baskets "MOET & CHANDON'S", now on hand for sale.

I. BUCHANAN, HARRIS & CO.

November 10. 268

Masdeu Port.

FOR SALE—
PIPES and HHDS, now landing ex "Great Britain."

I. BUCHANAN, HARRIS & CO.

November 10. 268

German Sheet Glass.

FOR SALE—
1,500 HALF BOXES, now landing ex "Great Britain," from London.

—AND,—

2,000 HALF BOXES, to arrive ex "Francis B. Cushing," from Antwerp."

I. BUCHANAN, HARRIS & CO.

November 10. 268

Carbonate of Soda.

100 KEGS NOW LANDING.

I. BUCHANAN, HARRIS & CO.

November 10. 268

WINES! WINES! WINES!

100 BASKETS

SUPERIOR CHAMPAGNES,

For Sale by
G. E. STARNES,
55 St. Francois Xavier Street.

Oct. 22. 252

DICKS' SPOOL COTTON.

THIS CELEBRATED THREAD (now so generally used) in Three and Six-Cord, in Zinc Cannisters.

—ALSO,—

Dicks' "Stag's Head" CROCHET COTTON,

For Sale by
WILLIAM HOBBS, JUNIOR.

Oct. 3 236

PITTSBURG GAS COAL.

FOR SALE, to arrive—
300 Tons of this Celebrated Gas Coal, which makes over 10,000 Feet of Gas per Ton, and leaves a Fine Coke.

JOHN M. GILBERT,
21 St. Sacrament Street

May 29. 127

Rubbers! Rubbers!

H. & H. MERRILL

have still on hand

10,000 pairs India Rubbers,

which they will sell

At great sacrifices, for Cash.

☞ 190 Notre Dame Street, nearly opposite the English Church.

Oct. 20. 1m 250

NEW HOPS.

THE FIRST-PRIZE NEW HOPS for Sale.
Apply to
MR. P. FALLON, Lachine;
Or to
COWAN & CROSS, Montreal.

Oct. 7. 239

RADCLIFFE'S Blankets and Flannels
Hobbs & Co.'s White Shirtings
Ashton's Prints
Yorkshire Woollens
Ottawa Kerseys

For sale by
WILLIAM HOBBS, JUNIOR.

Old Exchange St. Joseph Street.
Montreal, October 3rd, 1856. 236

THE undersigned have just received, ex "North American," and offer for sale cheap:—

40 pcs Extra Double-Milled RIFLE & BLUE CLOTHS

A few pieces Superior SCARLET CLOTHS, suitable for Rifle Companies.

ROSS, NIELD & CO.,
285 St. Paul Street.

Oct. 28. dd 257

ORGAN FOR SALE.

A HANDSOME ORGAN, in Rosewood Case, suitable for a large Room or small Church, for Sale, and may be viewed at the Store of Mr. Abner Brown, Piano-Forte Manufacturer, 33 Great St. James Street.

Oct. 11. D C 243

Butter for Sale.

65 TUBS (small size) CHOICE TABLE BUTTER.

C. D. PROCTOR & CO.

Nov. 4. 263

Hops! Hops! Hops!

15 BALES CHOICE No. 1, Crop 1856.

C. D. PROCTOR & CO.

Nov. 4. 263

DUBLIN XXX STOUT PORTER, Pints and Quarts

C. D. PROCTOR & CO.

Nov. 4. 263

For Sale,

INDIAN CORN, in quantities to suit purchasers.

NOAD BROTHERS.

Nov. 6. r 265

CUT NAILS
Ship and Railway Spikes
Sheet Copper, 20 to 80 oz
Sheet Lead, from 2½ to 7 lb
Ingot Tin and Copper
Tin Plates, DX and DXX
Galvanized Sheet Iron
Sheet Zinc
Boiler Plates
Black Lead
Bar Iron, ½ inch, Square Staffordshire

For sale by
THOMAS PECK & CO.

Oct. 31. du 260

JUST RECEIVED FROM OPORTO, and for sale—

45 Octaves Hunt's "PURE JUICE".

—AND FROM MADEIRA,—

22 Quarter-Casks J. Howard March's MADEIRA WINE.

HENRY CHAPMAN & CO.

Oct. 16. 2m 247

W. W. CAMPBELL,

OPPOSITE ST. LAWRENCE HALL,

Great Saint James Street,

HAS on hand the largest and best selected Stock of GENTLEMEN'S UNDERSHIRTS, DRAWERS, &c. &c., he ever imported.

Kersey, Cloth, Buck, Doe and Kid GLOVES, Lined and Unlined, in great variety.

The Famous Scotch "NONDECRESCENT" LAMB'S WOOL DRAWERS.

Nov. 7. 266

United States and British North American School Agency, and Teachers' Institute,

510 Broadway, opposite St. Nicholas Hotel,
NEW YORK.

FAMILIES and SCHOOLS in Canada will find this Institution a desirable medium for the purpose of obtaining TEACHERS well qualified to undertake the duties devolving on those to whom are entrusted the training of children. The Managing Proprietor will strictly investigate the moral as well as intellectual qualifications of each teacher, and recommend only those who are worthy the entire confidence of Parents and Principals. Teachers wishing to remove from Canada to the States can hear of vacancies through this Agency. All communications must be full and explicit, and will meet with immediate attention.

Musical Instruments, Books (English or American), Maps, Apparatus, &c., purchased and forwarded at a saving of about 20 per cent. on Canadian prices. All orders must cover a remittance or order on a responsible house in New York.

HUTTON & CO.

August 20 3m mt 198

GIBB & CO.

HAVE just received per "Canadian" their usual supply of Goods suitable for Fall and Winter wear, embracing

ALL THE NEWEST STYLES

Of Cloths and Fancy Doeskins from English and French markets.

Sept. 20. 225

For Sale.

FOR SALE by the Subscriber—
Wrought and Cast Iron CAR WHEELS, Scrap Iron Car Axles, BAR IRON, PIG IRON, CAST STEEL, SPRING STEEL, Bolt Copper, Copper, Brass and Steel Wire, Yellow Metal, patent and common, Block and Grain Tin, Pig and Sheet Lead, Brass Locomotive Boiler Tubes, Patent Lap-welded Iron Boiler Tubes, Composition Gas Tubing, Patent-welded Iron Tubes, screwed, for gas, water or steam, Boiler and Tank Rivets, Unscrewed Nuts, square and hexagon, Hammers, Hammer Handles, Patent Lifting Jacks, Tackle Blocks, three and four sheaves, Patent Steam Indicators, Finished Engine Brass Work, Engine Packing, Cotton Waste, Hair Felt for covering boilers and steam pipes, Asphalte Roofing Felt, Locomotive, Carriage and Signal Lamps, Circular and Square Fire Brick, and Ground Fire Clay, &c &c.

OILS.

Pure Sperm, Mason's Sperm, Olive, Lard and Car Oils, of the first quality, for machinery and engine purposes.

WM. MEIKLEHAM,
Young's Buildings, McGill Street.

Sept. 22. 225

FOR SALE by the Subscribers, ex Ships in Port and to arrive—

1000 tins, 28lb each, White Lead
1500 do 7lb, 14lb, & 28lb, assorted colors
100 casks Whiting
50 do French Ochre
150 bags and hhds English Glue
25 brls Venetian Red
100 kegs Dry White Lead
200 boxes Black Lead, 56lb boxes

ALSO,

London Pickles, in barrels and cases
Assorted Sauces do do
Bottle Wax, assorted colors
Davidson's Table Salt
Boxes Fresh Figs, Marmalade
London Porter, quarts and pints
Scotch Ale do do
Wine Bottles, Button Blue
T D Pipes, "T. White's"
Antifriction Grease
Magnesia, Cream of Tartar
Salad Oil, Sardines in Oil
Diamond-head Deck Spikes, assorted
Canvas and Cordage

ALSO,

1000 boxes Atkinson's Crown Brand Liverpool Soap

GORDON & CO.

May 24. 123

FOR SALE—
F. A. WHITNEY'S "PATENT FLOUR," in various packages to suit purchasers. This Flour requires no Yeast or Baking Powder.

—Also,—

Barclay, Perkins & Co.'s B. B. S. LONDON PORTER, in first-rate condition, in quart and pint bottles.

E. E. SHELTON,
No. 356 Notre Dame Street.

July 28. 178

FINE OLD BRANDY, Vintage 1840.
For Sale by
R. THOMAS,
73 Great St. James Street.

Aug. 19. 197

PORT WINE, expressly for Medical use.
For Sale by
R. THOMAS,
73 Great St. James Street.

Aug. 19. 197

BEST JAVA COFFEE, Ground Fresh every Morning and Evening at
R. THOMAS'S,
Great St. James Street.

Aug. 19. 197

PRESERVING SUGARS.
For Sale by
R. THOMAS,
73 Great St. James Street.

Aug. 19. 197

A NICE LOT of CHOICE HAMS.
For Sale by
R. THOMAS,
Great St. James Street.

Aug. 19. 197

FOR SALE—
SUPERFINE CLOTHS
DOESKINS and TWEEDS
BEAVERS and PILOT
COBOURGS and ORLEANS
WHITE SHIRTINGS
GREY COTTONS

With a general assortment of FANCY and STAPLE DRY GOODS.

ALSO,

(Of American manufacture),
SATINETS
COTTON FLANNELS
COTTON TICKS and DENIMS,
SEAMLESS BAGS

All of which are offered on the most favorable terms.

R. CAMPBELL & CO.

August 1. 182

For Sale.

MOET & CHANDON'S celebrated Champagnes: Sillery, Fleur de Sillery, Imperial, and Grand Vin d'Angleterre, in quarts and pints; hhds, qr-cks and cases "Central Society of Vineyard Proprietors" Cognac Brandy, for which the subscribers are sole Agents in Canada.

—ALSO,—

Barton & Guestier's Clarets, St. Julien, 1848, Batailley, Lafitte, &c., together with Madeira, Burgundy, and Rhenish Wines; with a large and general assortment of Groceries.

LAMOTHE & FRERE,
192 and 194 St. Paul Street.

Sept. 2. 218

THE GREAT

FIRE AT NIXON & SWALES', CITY WHARF, HAMILTON.

ANOTHER TRIUMPH FOR WILDER'S SAFE, (RICH'S IMPROVEMENT!)

HAMILTON, 13th October, 1856.

DEAR SIRS,—A very extensive fire occurred here on Friday morning last. The Storehouses on the City Wharf, occupied by Messrs. Nixon & Swales, Forwarders, were consumed. Two of your Safes were in the fire, exposed to an intense heat for a length of time, coming out as usual thorough Salamanders, as the annexed certificate will show.

Very truly yours.
A. BOOKER, JR.,
Agent.

Messrs. Stearns & Marvin,
New York.

HAMILTON, 13th October, 1856.

We certify that we were present, and did see Mr. Booker open the two Salamandar Safes (Wilder's Patent) with Rich's Improvement, referred to above.—The contents were taken out without being injured in the slightest degree. We consider the test a very severe one, and have full confidence in the Fire Proof qualities of the Safes made by Messrs. Stearns & Marvin.

A. HAMILTON, M. O'REILLY,
NIXON & SWALES, ADAM BROWN,
JOHN TURNER, WM. IRWINE.

An assortment of these celebrated safes always on sale by

JAMES HUTTON,

The only agent in Montreal for Wilder's Patent Salamander safes with all the improvements manufactued by STEARNS & MARVIN, New York.

Montreal, Oct. 23rd. 253

WILDER'S PATENT SALAMANDER SAFE,

Best Powder & Burglar-Proof Locks.

THE PUBLIC are respectfully informed that this world-renowned FIRE-PROOF SAFE is no longer made and sold by SILAS C. HERRING, whose license from Mr. Wilder to make and sell the same expired on the 2d Sept., 1854.

Our Safes are all manufactured under the personal superintendence of Mr. WILDER, the original Patentee of the genuine Salamander Safe.

B. G. WILDER & CO.,
Patentees and Manufacturers.

For Sale ONLY by the undersigned,
FORRESTER, MOIR & CO.
22 & 24 St. Sacrament Street.

Montreal, June 25, 1856. 150

GIBB & CO.

Have Just Received per Steamer

"ANGLO SAXON,"

A LARGE ASSORTMENT OF

UNDER CLOTHING,

Comprising,

Segovia and Lambs' Wool Shirts, Drawers, Half-Hose, Gloves, &c., &c., suitable for the Winter Season.

Oct. 17. 248

SURGICAL INSTRUMENTS.

JUST received per "Anglo-Saxon," a large assortment of SURGICAL INSTRUMENTS, including complete

Amputating Cases
Dissecting do
Dressing do
Eye Instruments

Together with a large supply of Trusses, Elastic Bandages, Suspensaries, Enemas, Elastic Silk Stockings, Anklets and Knee Caps, and every variety of India Rubber Surgical appliances.

S. J. LYMAN & CO.

Oct. 18. 249

WINDOW GLASS.

CHANCE'S WARRANTED GLASS
SMETHWICK SHEET GLASS, 16 oz

For sale by
BENJ. THOMPSON,
18 St. Paul Street.

Nov. 5. d 264

NOTICE.

WE, the Undersigned, have this day formed a Co-Partnership, under the name and style of DRESSER & ROBINSON, as TAILORS and CLOTHIERS, No. 74 McGill Street.

J. D. DRESSER,
D. ROBINSON.

October, 15, 1856. 1m 251

For Sale.

FOR SALE, ex vessels now in port—
Quinine—500 oz Pelletier's, 600 oz Howard & Kent's
Otto Rose—80 oz, in 4 oz bottles
Opium—1 chest fine Smyrna
Castor Oil—50 cases pale East India
Tartaric Acid—Ground and Crystals
Cream Tartar—20 brls fine ground
Iodide Potassium—56 lbs, in 1 lb bottles
Carbonate Soda—100 kegs for baking purposes
Salad Oil—10 qr-casks
Ess. Lemon—2 cases
Ess. Bergamot—2 cases
Honey Soap—100 bxs Magnum's, 150 do Medium
Brown Windsor—50 bxs Superior
Sunflower Oil Soap—50 bxs assorted sizes
Variegated Fancy Soap—50 bxs do
Eau de Cologne—10 cases in wicker bottles
Sponge—Cases and bales assorted kinds

Together with their usual supplies of Drugs, Chemicals, Paints, Oils, Colors, Glass, Glassware, Soaps, Brushes, Dyes and Dyewoods, &c.

LYMANS, SAVAGE & CO.,
Successors to William Lyman & Co.,
226 St. Paul Street.

Oct. 7. 239

FOR SALE,

WINE, BRANDY, Gin, Whiskey, &c.

CHAMPAGNE—Moet's Green Seal, Moet & Chandon's, Fleur de Sillery, Mumm's, Cabinet and Verzenay, Fleur de Bouzy, DeBrimont, Cordon Bleu, &c. &c.

SPARKLING HOCK & MOSELLE

STILL HOCKS—Johannisberger, Cabinet Steinberger, &c.

CLARETS—150 cases of Barton & Guestier's celebrated wines, Chateau Latour, Lafitte, Margaux, Batailey, St. Julien & Haut Sauterne.

PORT WINE—Sandeman's, Forrester & Co.'s, &c. &c.

SHERRY—Pemartin's, Duff, Gordon & Co's, &c.

MADEIRA—Blackburn's, Howard & March.

BRANDY—Martell's, Hennessy's, Planat's, Raynal & Alusse, in wood and cases.

GIN—DeKuyper's, in hhds and qr-csks.

WHISKEY—Ramsay's Islay, in hhds & qr-csks

English ALES—Allsopp's and Bass & Co's, in qts and pts.

London and Dublin PORTER—Guiness's and Truman, Hanbury & Co's.

C. F. ELWES,
Corner of Notre Dame & St. Peter Sts.

Oct. 17. 248

ALLAWAY'S BEST CHARCOAL—
150 Boxes Tin, IC and IX, 12 x 12—IC and IX, 14 x 20
Sheet Iron—20 Tons Nail Sheets, assorted
(Received per "North American.")

For Sale by
MACDOUGALL & BUDDEN,
Agents.

Oct. 30. 259

FOR SALE—
Hhds "United Vineyard" Brandy, Pale & Brown
Cases "Otard, Dupuy & Co." do do do
Hhds "DeKuyper's" Gin
Cases do do
Qr-csks Port Wine
Hhds & Qr-Csks Pale and Gold Colored Sherry
Ale, Porter, Champagne
Pickles, Wine Bottles, T D Pipes
Salmon, Codfish, Herrings
Cordage, Teas, &c. &c.

DONALD FRASER,
11 Lemoine Street.

Sept. 29. 223

Landing ex "Great Britain."

15 QR-CASKS PORT WINE.

For Sale by
D. FRASER,
11 Lemoine Street.

Oct. 23. 253

LOCHFINE HERRINGS.

LANDING ex "Home," from Glasgow, TODD'S No. 1 HERRINGS, in firkins, caught and cured during the end of August last, just in the proper season.

For sale by
McINTOSH & McLEAN,
Mechanics' Buildings,
Great St. James Street.

Oct. 17. 248

The McGreggor Coal Stove.

THESE STOVES give a steady heat, are economical in fuel, and can be easily managed. They are adapted for Ventilating Houses, without exposure to colds.

For Sale by
GEO. HAGAR,
Stove Warehouse,
302 St. Paul Street.

Oct. 11. 243

STOVES, JUST RECEIVING,

AT

RODDEN & MEILLEUR'S STOVE AND IRON BEDSTEAD WAREHOUSE,

No. 71 Great St. James' Street,

A LARGE SUPPLY of their most Saleable Patterns of COOKING, HALL and PARLOUR STOVES, for Wood and Coal, at the lowest possible Cash prices.

Oct. 31. 260

JUST RECEIVED, and for Sale—
100 kegs Prime Leaf Lard
100 boxes Fine American Cheese
50 brls Oatmeal
30 bags Clover Seed

ALSO,

10 brls Spirits Turpentine

MASON MILLS & CO.

May 12. 112

FOR SALE—
Indigo, Button Blue, Cloves
Pepper, Pimento, Cassia
Nutmegs, Mustard in jars and 1lb & ½lbs
Pressed Smoking Tobacco
Playing Cards, Wrapping Paper
Rice, Flour Sulphur, Ginger
Cream Tartar, Castile Soap
Sugar Candy, Olive Oil
Cod Oil, Corks, Belmont Candles
London Pickles, Windsor Soap

—ALSO,—

A general assortment of GROCERIES, consisting in part of Sugars, Molasses, Syrup, Tobaccos, Lead, Wines, Brandy, Gin, &c. &c.

L. MARCHAND & CO.,
No. 174 St. Paul Street.

Oct. 6. 238

H. L. SHARING,

Corner of Notre Dame Street and Place d'Armes,

HAS constantly on hand a good assortment of the Finer Articles of GROCERIES, for Family use, together with a Large Stock of WINES & LIQUORS of the Choicest Brands.

N.B.—Notes of the Provincial Bank, Stanstead, taken at par.

June 17. 143

For Sale,

LEMON, Orange, Ginger, Sarsaparilla, Raspberry, Strawberry, Vanilla, and Pine Apple SYRUPS, manufactured by the Subscriber.

ALSO, JUST RECEIVED,

A choice lot of SARDINES, in fine condition; Dublin XX PORTER, in prime order; a quantity of Sugar-Cured HAMS.

The above are all of the finest quality, and very cheap.

D. W. CRERAR.

June 27. 152

TO BE SOLD FOR THE BENEFIT OF THE SCHOOLS,

At the Office of Education, and at all the Booksellers,

THE REPORT OF THE SUPERINTENDENT FOR 1855.

Elegantly bound in board. Price, 2s.

Sept. 9. 215

TAKE NOTICE.

MY LATE FATHER established the DEPOT for the PLANTAGENET WATER at No. 4 PLACE D'ARMES. This Establishment is the only one in Montreal duly authorized to sell and deliver Water from the Plantagenet Spring. Others may desire to build up their business on the reputation of the Water by using the name. After this warning customers will, no doubt, take care to get the real Plantagenet. Mr. W. G. SLACK has been duly authorized to execute orders.

CHARLES LAROCQUE,
Plantagenet.

June 10. 137

BUFFALO ROBE

THE Subscribers will be glad to receive orders for the

HUDSON'S BAY COMPANY'S BUFFALO ROBES.

THIS YEAR'S IMPORTATION,

Which they have just purchased, and now offer to the Trade.

BOYER & HAWLEY.

Sept. 6, '56 213

PHOTOGRAPHY.

DAGUERREOTYPES, AMBROTYPES, and CALOTYPES, at DOANE'S, No. 2 Place d'Armes. Large Calotypes, on paper, half the size of life, and smaller, Colored or Plain. Daguerreotypes copied twelve times larger than the original, beautifully Colored in Water Colors or Oil.

☞ The Public are respectfully invited to call at No. 2 Place d'Armes.

☞ Show Room on the ground floor.

June 3. 131

Railroads.

GRAND TRUNK RAILWAY.

THE Public are respectfully informed that the RAILWAY

WILL BE OPENED *THROUGHOUT* TO TORONTO!!

ON

MONDAY, OCT. 27

TRAINS WILL RUN AS FOLLOWS

THROUGH TRAINS,

Stopping at principal Stations,

Will leave MONTREAL every morning (Sundays excepted) at 7:30 A. M., arriving at TORONTO at 9:30 P. M.

Will leave TORONTO at 7:00 A. M., arriving at MONTREAL at 9:00 P. M.

LOCAL TRAINS,

Stopping at all Stations,

Will leave BROCKVILLE, daily, for MONTREAL, at 8:30, A. M.; returning from MONTREAL at 3:30, P. M.

Will leave BELLEVILLE, daily, for BROCKVILLE at 7:00, A. M.; returning from BROCKVILLE at 3:15, P. M.

Will leave COBOURG, daily, for TORONTO, at 6:30, A. M.; returning from TORONTO at 4:45, P. M.

Freight Trains will not run between Brockville and Toronto until after the Railway Celebration.

Fares between Toronto and Montreal:

First Class $10 00
Second do 8 00

S. P. BIDDER,
General Manager.

Montreal, Oct. 16, 1856. 1m 247

Through to New York, Boston, &c. &c.

Montreal and New York Railroad.

FALL ARRANGEMENTS.

Through Trains,

CONNECTING permanently with Plattsburgh and Montreal Railroad to Plattsburgh, Steamers Canada, America and United States at Plattsburg for Burlington and Whitehall, Rutland and Burlington Railroad to Rutland, and thence via the various Railroads to all parts South, East and West.

Also at Mooer's Junction with Ogdensburgh Railroad for Ogdensburgh, Kingston, Toronto, Hamilton, Ottawa City, &c.

Train leaves Bonaventure Street Depot at 3:45 P.M., connecting at Plattsburgh with above Steamers, and at Burlington with Rutland and Burlington Railroad.

Through Freight received and forwarded with despatch, and without breaking bulk.

Trains between Montreal and Lachine as under:

FROM MONTREAL.	FROM LACHINE.
7:00 a.m.	8:00 a.m.
8:00 a.m.	9:30 a.m.
12:00 noon.	12:40 p.m.
3:45 p.m.	4:30 p.m.
6:00 p.m.	7:30 p.m.

Through Tickets as cheap as by any other route, to be had at E. Pickup's News Office, and at the Depot, Bonaventure Street.

ANDREW ROUGH,
General Agent.

Office M. & N. Y. R.R.,
Montreal, Nov. 10, 1856. 268

TRINITY HOUSE

NOTICE TO MARINERS.

CAPE RACE LIGHT NEWFOUNDLAND.

THE LORDS of the COMMITTEE of PRIVY COUNCIL for TRADE, give NOTICE, that the Lighthouse recently erected upon Cape Race, Newfoundland, will be lighted, and will continue to exhibit

A FIXED WHITE LIGHT,

from sunset to sunrise, on and after the FIFTEENTH of DECEMBER, 1856.

The light will be visible to seaward from N. E. by E. round by the S. E. and South to West.

The light is elevated 180 feet above mean water level of the sea, and may be seen in clear weather 17 miles from a ship's deck. The tower is striped red and white vertically. It stands close to the old beacon, which has been cut down.

The Lighthouse is in lat. 46.39.12. N., long 53.2.38 W.

(All bearings are Magnetic. Var. 24 W.)

Board of Trade, London, September, 1856.

N.B.—A toll will be levied upon all vessels benefitting by this light.

Nov. 5. du 264.

MONTREAL STEEPLE CHASES.

THE MONTREAL

ANNUAL OPEN STEEPLE CHASE,

Of £10 each, half-forfeit, with a Purse of £— added, to come off on

Tuesday, 18th of Novr.,

Three miles across a fair sporting country.

STEWARDS:

Lieut-Colonel DUCHESNAY, A.D.C.
AUG. LAMONTAGNE, Esq.
Dr. WOODMAN, 39th Regt.

Open to all horses. Entries to be made on or before NINE o'clock on the evening of the 8th Nov., to PHILLIP DUCHESNAY, Esquire, at St. Lawrence Hall.

Horses to be handicapped by the Stewards. Weights to be declared on the evening of the 14th, and acceptances to be declared the evening previous to the Race.

Montreal, Nov. 1, 1856. 261

ERIN GO BRAGH

THE COMMITTEE of the MONTREAL ST. PATRICK'S SOCIETY beg to announce to the Citizens of Montreal, that they have secured the valuable services of

THOMAS D'ARCY M'GEE, ESQUIRE,

The well-known popular Lecturer, to deliver for the Society

THREE LECTURES,

ON

Monday, the 10th, and Friday, the 14th instants.

AT THE

MECHANICS' HALL.

Subjects of Lectures:

First Lecture:
"DANIEL O'CONNELL, as Nisi Prius Lawyer, Parliamentary Debater, and Popular Leader."

Second Lecture.
"EDMUND BURKE, as Author, Orator, and Statesman."

Third Lecture:
"THOMAS MOORE, the Poet."

The time for the third Lecture will be announced in a future number.

Tickets 1s 3d for each lecture; may be had of the members of the Committee, and at the following places: Sadlier's, Prince's Music Store, Phelan's, Dalhousie Square, from the Librarian at the St. Patrick's Hall, and at the door on the evening of the lectures.

Montreal, Nov. 3, 1856. du 262

RELIEVE THE DISTRESSED

ST. ANDREW'S SOCIETY.

THE ANNUAL PREPARATORY MEETING of the Society for the ELECTION of OFFICE-BEARERS, and the transaction of other business, will be held in the MECHANICS' HALL, on THURSDAY, 13th inst., at FIVE o'clock, P.M.

A punctual attendance is requested.

DAVID MAIR,
Assist. Secy.

Nov. 7. r 266

WELCOME TO VISITORS.

Segars! Segars! Segars!

DIRECT IMPORTATION.

STRANGERS who visit this City will find the finest and most select assortment of GENUINE HAVANA CIGARS in this Province at

R. Warner's Cigar Store,

147 *NOTRE DAME STREET,*

Consisting of the following Brands:

Henry Clay, Operas.

E. Pluribus Unum, the Finest Cigar ever imported here.

Valor de la Rama.

Torre de Malakhoff, Enreactos.

Queen Elizabeth of Spain, expressly manufactured for the Royal Family.

Also the best Foreign Cigar ever imported, the IMPERIAL EUGENIA—which I invite all *Connoisseurs* to try.

All these Cigars I warrant direct from the Manufactory of DS. RAMON & DE LA VEGA & Co., 41 Reina Street, Havana.

☞ Don't forget 147 Notre Dame Street.

Nov. 10. a 268

FRESH ARRIVALS OF FANCY GOODS.

NOW RECEIVING PER S. S. "CANADIAN,"

An elegant assortment of

JEWELLERY,

Consisting of

Ladies' and Gentlemen's Gold Chains, Ladies' fine London made Gold Bracelets and Brooches, Gold Scarf-pins, Rings, &c &c

R. SHARPLEY,
Crystal Block, Notre Dame Street.

Nov. 10. 268

JUST RECEIVED,

A FINE ASSORTMENT OF

MILITIA REGULATION SWORDS & BELTS

WITH STEEL & PLATED MOUNTINGS,

R. SHARPLEY,
Crystal Block, Notre Dame Street.

Nov. 10. 268

WM. WARREN,

CUTLER,

AND

IMPORTER OF HARDWARE,

West, 277 Notre Dame Street, West,

HAS now on hand a complete assortment of "RODGER'S" Razors, Pocket, Pen and Ivory Balance Handle Table CUTLERY, Electro and Silver Plated Ware, Joiners', Edge and House-furnishing HARDWARE.

There is no house in this city can present a greater assortment, or will sell at *lower rates.*

☞ Make trial and be convinced.

Nov. 11. e 269

CHAMPAGNE,

THE MOST POPULAR BRANDS, comprising:—

50 baskets *ŒIL DE PERDRIX*
28 do *BOUZY*
25 do *AZY BLANC*

For sale, at low prices, by
J. B. ROLLAND,
St. Vincent Street.

Nov. 11. b 269

MUMM'S CHAMPAGNE.

THE Undersigned have now in Stock a FRESH SUPPLY of this favorite Wine.

Parties ordering for Spring delivery can have their names, if required, inserted on the labels.

HENRY CHAPMAN & Co.,
Sole Agents JULES MUMM & Co.

St. Sacrament Street,
Nov. 11, 1856. 2m 269

RAILWAY CELEBRATION.

Special Notice.

TO avoid confusion and disorder after the Celebration Festivities, parties will bear in mind that a fresh supply of the celebrated PLANTAGENET WATER has just been received expressly for the occasion.

P.S.—Strangers visiting the city can see at the Depot all the news of the day, free of charge.

FREE READING-ROOM & DEPOT,
No. 4 Place d'Armes.

Nov. 12. 270

PLATE.

THE SUBSCRIBERS HAVE FOR SALE—
SILVER TEA and COFFEE SETS
SILVER CASTORS, CUPS, GOBLETS
SILVER FORKS, SPOONS, and LADLES
Cases of Silver Dessert KNIVES and FORKS
Do. of Silver KNIFE, FORK, SPOON, and CUP, &c. &c. &c.

SAVAGE & LYMAN.

November 11, 1856. 269

Railway Banquet and Ball.

Bouquet de Montreal.

THIS EXQUISITE PERFUME is made by LUBIN, Paris, expressly for the Subscribers. A supply just received, together with every variety of TOILETTE REQUISITE, including:—

Travellers' Dressing Cases.
Do Flasks
Do Medicine Cases.
Do Perfume do.

S. J. LYMAN & CO.,
Place d'Armes.

Nov. 11. 269

THE APPROACHING BALL.

A FAVORABLE OPPORTUNITY for trying the merits of *ATKINSON'S PARISIAN TOOTH PASTE*, a preparation widely known in Europe, the United States, and the British Provinces. A few times using it will suffice to show you may obtain beautiful WHITE TEETH, a Sweet Breath, and health's roseate hue upon the GUMS and LIPS. It enjoys the approval and recommendation of Dentists and Physicians, while its simple yet effectual qualities warrant the proprietors in asserting it is the most agreeable and harmless Dentifrice extant.

Sold by most Chemists, who can get supplies from Messrs. LAMPLOUGH & CAMPBELL, the appointed Wholesale Agents for Montreal.

Nov. 10. m 268

The Approaching Ball.

A CHOICE of fifty varieties of LUBIN'S Celebrated PERFUMES; also the *finest article* of EAU DE COLOGNE ever imported, at

LAMPLOUGH & CAMPBELL'S,
Chemists, &c., next the Court House.

Nov. 10. 268

NEW FRUIT—CROP 1856.

FIGS, TURKEY, 10 cases in Cartoons, RAISINS, VALENTIA, 350 boxes and halves; do LAYERS and BUNCH, "Clemens" brand.

AND DAILY EXPECTED,

CURRANTS in barrels.

EDWARD MAITLAND, TYLEE & CO.

Nov. 10. r 268

GRAND TRUNK RAILWAY CELEBRATION

THE BALL.

LADIES who intend participating in the forthcoming Festivities are respectfully invited to view the unusually choice display of

LACES AND EMBROIDERIES

Just Received by the "North American" and to arrive by the "Canadian," consisting of an excellent assortment of NEW FASHIONABLE ARTICLES for DINNER, BALL, and EVENING DRESS, *imported expressly for the occasion*, in Berthes, Sleeves, Lappets, Handkerchiefs, Laces, and Muslin Dresses, Jackets, Black and White Flounces, &c.

The above will be found of Superior Quality, Correct Taste, and the Lowest possible Prices.

J. PARKIN, Laceman,
168 Notre Dame Street.

November 1. 261

SUGARS AND SYRUP—
MUSCOVADO—150 hhds Bright PORTO RICO & CUBA
REFINED—300 brls CRUSHED WHITE
100 do DRY CRUSHED
50 do FINE YELLOW
SYRUP—300 do Bright GOLDEN

—Also,—

MOLASSES—100 puns MUSCOVADO

For Sale by
JAMES TORRANCE.

Nov. 11. 269

Cheese and Butter.

CHEESE—10 casks "Platt's" Brand
BUTTER—150 kegs Superior Dairy

For Sale by
JAMES TORRANCE.

Nov. 11. 269

JUST RECEIVED and for sale by the Subscribers:—
150 boxes TOBACCO—5's, 8's and 10's
100 ½ do Imitation TURKISH do.

HAVILLAND ROUTH & CO.

Nov. 11. 269

PIANOS! PIANOS!

COTTAGE and SQUARE—5½, 6, 6¼, and 6½—can be had at HALF-PRICE, on application to

GEORGE ANDERSON,
No. 108 St. Antoine Street.

Nov. 11. m TTS 269