



CALEDONIA SPRINGS. THE CANADA HOUSE.

The Subscriber, in expressing his obligation for the very liberal patronage he received during the preceding summer, begs to inform the public that the CANADA HOUSE is again OPENED for the reception of Visitors; and he most respectfully solicits a continuance of their patronage.

The Caledonia Springs present the great advantage of a variety of Medicinal Waters, acknowledged by the most eminent of the Faculty to be each of their kind, and unrivalled in their efficacy for the cure of disease, and invigorating the system.

The Salt and Sulphur Baths are in full operation, from the use of which the most extraordinary benefits have been derived. The stages will leave Montreal every Morning, Sunday excepted, and arrive at the Springs on the following day.

OTTAWA HOTEL, (Great St. James Street.)

The Subscriber begs to return his best thanks to the public for the very liberal patronage extended to the above Establishment, and to state that no attention or endeavor, on his part, shall be wanting to enable him to merit a continuance of the public favor.

- 50 TONS BAR AND BOLT IRON
1000 Boxes Canada Plates
200 do Tin Plates
20 Hds Brandy
1000 Bags Common Salt

NOTICE. ALL persons having claims against the vacant Estate and succession of the late CHARLES GUYER, of Quebec, Salmaker, who have not already filed their claims duly attested, are requested to file their accounts duly attested at the Office of the undersigned, on or before the THIRTY FIRST day of JULY next, and persons indebted to the said Estate are requested to make immediate payment to the undersigned, who is authorized to receive payment and grant receipts, as the said Estate is about to be wound up.

PERSONS wishing to have TRANSLATIONS made, may apply at the Office of this Paper. Quebec, 14th May, 1847.

CHOICE WINES. THE SUBSCRIBERS OFFER FOR SALE: SPARKLING Champagne "Ruinart's" celebrated brand in Baskets of 1 dozen, Sparkling Hock Moselle Alsac, "Mappe freres," very excellent Johannisberg, choice in cases of 1 doz.

THE Subscribers having leased those extensive wharves, fronting St. Paul Street, with the Cove adjoining, lately occupied by Messrs. LOWMEYER & PARSONS, intend carrying on the Lumber and General Commission Business, and are now prepared to receive and ship Deals, Timber or other Lumber.

British North American Electric Telegraph Association.

NOTICE is hereby given that a SECOND INSTALLMENT OF TWO POUNDS PER SHARE of the Capital Stock of this Company is required to be paid in to its credit, to CHAS. GETHINGS, Esq., Treasurer of the Association, at the CITY BANK, of this City, on or before TUESDAY the TWENTIETH DAY OF JULY next.

FOR SALE BY THE SUBSCRIBERS: Refined Sugar, White Bastard do, Currants in Barrels, Twinkas Tea, Sherry Wine in Qr. Casks and Hhds.

EAST INDIA FLOATING DOCK, RIVER ST. CHARLES.

THE EAST INDIA FLOATING DOCK will be placed alongside the St. Charles Wharf, near the Quebec Exchange, early in May, when vessels can be taken in, drawing 15 to 15 feet.

THOS. H. OLIVER, Quebec, 30th April, 1847.

GLOBE INSURANCE COMPANY OF LONDON.

CAPITAL, \$1,000,000 Sterling. THE undersigned are authorized to accept FIRE and LIFE RISKS, on favourable terms, and to settle claims for losses, without referring them to England.

RYAN, CHAPMAN & CO., Montreal. RYAN BROTHERS, No. 57, St. Peter Street, Quebec.

ROAD SURVEYOR'S OFFICE, Quebec, 14th June, 1847.

NOTICE is hereby given that all rubbish and other substances drawn from the yards may be hereafter carried to Mr. OLIVER'S WHARF, at Pointe d'Arcy, and to no other place except the CORPORATION Wharf, near the Marine Hospital.

FOR SALE AT THE STORES OF THE SUBSCRIBERS: 20 BALES Patent Felt, 10 do Superior Leith Canvas, 21 Small Anchors, 55 Cases Champagne, 20 Crates Earthen and Crockery Ware.

FOR SALE: A LOT of GROUND in St. Valier Street, adjoining St. Peter's Chapel, containing 26 feet in front by 60 in depth, French measure.

BETWEEN Diamond Harbour and the Lower Town Market, this morning, a POCKET containing 4 Sovereigns, a \$ note, 1\$ do., two 1s. 3d., one 7/4d., and two Coppers.

FOR SALE: 15 HDS. Mottell's Brandy, 200 Boxes Tobacco Pipes, 100 do. Tin C, L, X, F. S. Brand, 30 Bates Cordage, assorted.

SELF-PRESERVATION: A Medical Treatise by SAMUEL LA'NIET, Consulting Surgeon, 9, Bedford Street, Bedford-Square, London, Matriculated Member of the University of Edinburgh.

NOTICE. The work may be had at the Book-store connected with this paper, price 2s. 6d. 25th June, 1847.

BANKRUPT. FRANCIS BOWEN, of the City of Quebec, in the District of Quebec, Merchant, Commission issued by WILLIAM POWELL, Esquire, one of the Circuit Judges, in and for the said District of Quebec, dated the Sixth day of July, 1847.

MONTREAL FIRE ASSURANCE COMPANY CAPITAL, -- \$200,000.

THE above Company insure Property against risk by Fire at MODERATE RATES of Premium at their Office in the Parliament Building--prompt settlement of all losses.

THE BRITANIA LIFE ASSURANCE COMPANY having reduced their rate of Premiums, the subscriber is prepared to receive proposals according to the new scale.

FLORENCE'S NEW HOTEL, No. 400, Broadway, corner of Walker Street, NEW YORK.

THE Subscriber has the honor to announce to the Canadian public that he has completed his new Establishment, and that it is now open for the reception of travellers.

WANTED by a YOUNG WOMAN who has had much experience in teaching and the management of Children, a SITUATION in a Protestant Family as preparatory Governess, and would have no objections to make herself generally useful, she can be recommended by several Families in Town; any commands left at the Office of this Paper addressed to M. M., shall be punctually attended to.

JUST PUBLISHED and to be had at Messrs. J. NELSON'S, CARY'S and STANLEY'S, EBLANA or DUBLIN DOINGS, a Poem in 12 Cantos, by E. G. C. E. G. COCHRANE.

NOTICE. SEALED TENDERS will be received at the Office of the undersigned, for Digging Out and Building the Foundation Walls of the Gas Works, until SATURDAY, the 24th instant, at NOON.

J. GREAVES CLAPHAM, Hon. Sec. Quebec, 12th July, 1847.

CABIN PASSAGE TO LONDON. THE fine fast sailing first Class Bremen built Ship AGNES, Arenfeld, Master, will sail for London, on the 26th, and has very superior Cabin accommodation for Passengers.

H. J. NOAD & CO., St. Paul Street. 9th July, 1847.

PASSAGE TO LONDON. THE fast sailing Ship "DURHAM," A 1, Copper and Copper-fastened, S. DAVISON, Commander, has superior accommodation for Cabin Passengers, will sail for the above Port about the 25th instant.

CHARLES E. LEVEY & CO. Levey's Wharf, 14th July, 1847.

HARBOUR MASTER'S OFFICE, QUEBEC, 9th JULY, 1847.

TWO ANCHORS and CHAINS which have been picked up in the Harbour of Quebec, and which have been duly advertised according to law, will if not claimed before TUESDAY, the 20th instant, be sold by Public Auction on that day, at ELEVEN o'clock, A. M., in the Cudde-Sac, adjoining the Government Wharf.

EDWARD BOXER, Harbour Master and Capt. of the Port. (Signed) 9

HARBOUR MASTER'S OFFICE, QUEBEC, 9th JULY, 1847.

NOTICE is hereby given that SEVERAL ANCHORS and CHAINS lately picked up in the Harbour of Quebec, are now at the Cudde-Sac for inspection; and any persons having lost the same, must apply to the Harbour Master. In the event of their not being owned within the prescribed time, they will be sold according to law.

EDWARD BOXER, Captain of the Port and Harbour Master. (Signed) 9

QUEBEC GAS COMPANY. THE STOCKHOLDERS are requested to take notice, that at a Meeting of the Board of Directors, held on the 9th instant, it was Resolved--That the Stockholders of the Company should pay into the hands of the Treasurer, at the Bank of British North America, a Second Instalment of \$4 per Share, on or before the 15th of August next.

J. GREAVES CLAPHAM, Hon. Sec. Quebec, 12th July, 1847.

FOR SALE. A FLOUR MILL, situate on the River PETIT SAULT, in the Parish of Isle Verte, County of Rimousky. For more information apply to the undersigned, or to Widow CHRISTOPHE DUMAS.

LS. N. GAUVREAU, N. P. Isle Verte, 7th July, 1847.

DENTISTRY. MR. LAW, SURGEON DENTIST, No. 73, St. John Street.

HAS returned to Quebec and brought a large Assortment of MINERAL INCORRUPTIBLE TEETH, GOLD FILL, &c., and is now prepared to insert Teeth with such perfection that they can not be distinguished from the natural. Teeth filled, &c., and extracted by other, without pain.

References--Rev. Dr. Cook, Drs. Douglas & Racey, D. McPherson, Esq. Quebec, 7th July, 1847.

REMOVAL. THOMAS FORSTALL, most respectfully informs his Friends and Customers, that he has removed his Establishment from Palace Street, Upper Town, to foot of Mountain Street, where all orders received will be attended to with dispatch.

WANTED. TWO Steady Active MEN, who from experience understand the washing of Bottles, Bottling, Corking and Wiring. Apply as above. 3rd May, 1847.

NOTICE. MRS. JAS. DAVISON having left my Bed and Board without any reasonable cause, the public is hereby warned that I will not be answerable for any debts she may contract for Board and Lodging.

JAMES DAVISON, Lieut. h. p.--99th Regt. Quebec, 9th July, 1847.

LAMPS! LAMPS!! JUST received direct from New York and for Sale by the Subscriber, a Rich and Splendid Assortment of Chimney, Table and Hanging Lamps, complete with Globes and Chimnies.

N. BALZARETTI. Quebec, 9th July, 1847.

REPORT. Of the Committee of the Council of the Montreal Board of Trade, appointed to report on the Trade of the Province, and on the Prospects thereof, as influenced by the recent Changes in the Policy of the Imperial Government; having reference more particularly by Measures deemed necessary to meet these changes.

Your Committee, in entering upon the duties allotted to them, cannot refrain from taking a retrospective glance at the past year, prolific, as it has been, of changes of mighty importance as regards the future commercial career of this Colony.

It is the opinion of your Committee, and they believe that it has been, and is, the opinion of a vast majority of the mercantile body of this city, that the virtual abandonment of the Colonial system by the Imperial Government, and the withdrawal of that protection in the markets of the Mother Country which this Colony so long enjoyed, and under which it continued to make such rapid progress in the course of prosperity, are injuries of such magnitude, and character, as to create in the public mind alarm and anxiety for the future.

Your Committee conceive that public opinion, with regard to the hurtful tendency of these measures, was strongly manifested by the great depreciation in the value of property in this city, which immediately followed their promulgation.

The withdrawal of the protection referred to, will be injurious in its effects, as tending to diminish the average value of the staple productions of the Colony; it will also exercise a most pernicious influence on the trade of the Colony, as tending to divert it from British channels to others, through a foreign State, whose great advantages as regard position, and climate, render its channels of communication with Europe, the Western Section of Canada, and the vast and fertile tract of country bounding on the Great Lakes, so desirable, that successful competition on our part is rendered doubtful, and cannot be attained without a struggle such as the Colony--borne down as it is by the pressure of a debt, for works, at present, and likely to continue, to a great extent, unproductive--is ill prepared to undertake.

However true, and unfortunate, these things may be in the estimation of your Committee, it is perhaps equally true that they may not be deemed by all a just ground of complaint.

Your Committee would, however, solicit attention to the fact, that this Colony, under the guarantee of the Colonial system, was induced, with the aid of the Imperial Government, to borrow a sum of \$1,500,000, to improve the navigation of the St. Lawrence, and to make other improvements, then deemed sufficient, and we believe justly so, to attract the great bulk of the Western trade of this continent to British channels.

When we see the success of this great undertaking, perilled, by the very unexpected and extraordinary alteration in the policy of the Imperial Government, in its departure from the fundamental principles of a system of Government which every Colonist has been taught to revere, to regard as unchangeable, and almost to consider as his birthright--we are forced to the opinion that the people have a well-founded cause of complaint.

The changes which have taken place cannot be viewed in the same light as a mere alteration in a law, subversive, as they are, of an entire system of Government, on the permanency of which the people of Canada have relied and acted with the most implicit confidence.

A consideration of these things leads your Committee to the conviction that action should be taken to induce the Provincial Legislature to bring the subject before the Imperial Government, and to claim relief from a debt, rendered, by these changes in the Imperial policy, an incubus to repress the growing energies of the colony. It is perhaps deeply to be regretted that the requisite steps to bring the subject before the Home Government were not taken at an earlier period; and your Committee would feel anxiety in consequence thereof, had they not implicit confidence in the justice of such a demand, as well as in its receiving that consideration from the Imperial Government which has ever characterized its proceedings when called upon by those entitled to solicit its fostering care and assistance.

Your Committee are impressed with the belief that the commercial interests of Canada, and of this City more particularly, would be greatly promoted by throwing open the St. Lawrence to the ships of all nations, and by conceding to Canadians the right of employing, in their import and export trade, any ships which may be available on terms most conducive to their interests and prosperity, or, in other words, by the abrogation of the Imperial Navigation Laws so far as they interfere with Canadian interests, to which they are, in the opinion of your Committee, unquestionably prejudicial.

Entertaining these views, your Committee recommend that immediate steps be taken to attain the consummation of measures so essential and so earnestly to be desired; and as these measures are in harmony with the spirit of that policy, which the Imperial Government has, in its wisdom, seen fit to adopt, a successful result may be the more reasonably anticipated.

Whatever arguments may be adduced in favor of a system of reciprocal protection so far as Canada is concerned, it is conceived there can be none, meriting consideration, in favor of restrictions solely detrimental to Canada.

If the limitation of the colonial carrying trade to British ships be beneficial to the British shipowner, it must necessarily be a tax on colonial industry, and therefore an impediment to colonial prosperity. Independently of the manifest injustice of such a proceeding, the more especially for the purpose of advancing an extrinsic interest, Canada is too poor to make any sacrifice beyond what is indispensable to the general interest of the empire, and will have, in her unaided struggle for commercial position, natural difficulties and disabilities to overcome, sufficiently great to make essential to her success the most economical application of labour in all its branches, which cannot be attained while restrictions, which demand so lavish a waste of it, remain in force.

It is true that at present foreign commodities may be imported into Canada direct in British ships, and although the products of a foreign country cannot be so imported in the ships of another foreign country, it is equally true they can be carried to any Canadian port to which foreign vessels are admitted, in the ships of the countries which produce them. The difficulties, however, which attend these privileges are so great as to render them of little value. Experience has proved that British vessels are rarely to be procured for such a purpose, unless expressly chartered in Britain, whence, for the most part, they must proceed (in all probability in ballast) to the place required, thereby involving a loss of time which so indefinitely postpones and renders uncertain, and dangerous, the result of operations, as to make them nearly, if not quite, impracticable.

When the case is one which permits the use of a foreign ship, and one is employed, a rate of freight sufficiently high must be paid to compensate for the probable want of an outward cargo which can seldom be obtained in consequence of such ships being disqualified to carry it to Britain without resorting to the tedious, and expensive, course of first visiting a port of the country to which she belongs, and there incurring the cost of landing, warehousing, and re-shipping; and even this course may not in all cases be practicable. It would perhaps be difficult to show who gains, or what interest is benefited, by the total disregard of every principle of economy which the foregoing examples exhibit; while it is apparent that those directly interested must be serious losers.

The tendency of the existing state of things is obviously to force the Western trade of Canada through American channels; for so soon as Canadian produce reaches the American seaboard it has, at all events, British and American vessels to compete for its transport to Britain, an advantage meanwhile denied at a Canadian port; and while, by the way of the St. Lawrence, merchants are prevented from importing foreign goods in foreign vessels, they are freely permitted to do so provided a foreign channel be used. This is made sufficiently manifest by the large imports of tea, from China, sugar from Cuba and Porto Rico, and foreign goods of all classes and descriptions annually landed from foreign vessels, at the Ports of St. Johns on Lake Champlain, and of Hamilton, Toronto, Kingston, &c. on Lake Ontario.

These are very important facts, and such as must exercise a great and most pernicious influence on the course of trade. It is deeply to be deplored that circumstances should be (inadvertently or otherwise) brought about, having the effect of diverting the Western trade, but more especially the trade of Western Canada, from its legitimate channels, and of fostering and enriching a foreign and a rival commerce.

If the Imperial Government decline to concede the measures required--the more especially after having placed the question of the differential duties under the control of the Provincial Legislature--an extraordinary anomaly will be permitted to exist. While precluded from conducting our carrying trade by means of foreign vessels in our own channels, we are freely permitted to do so by means of foreign vessels, and foreign channels.

If, as many believe whose opinions are entitled to the highest consideration, the St. Lawrence is the channel through which the trade of the great West would find its way to, and from Europe, if not driven away by the fatal effects of legislative restrictions, it can be shown that the injury to British interests is of a graver and more important character than we have yet attempted to prove. It is not disputed that all the import, and seven-eighths of the export trade, of that portion of the great West embraced in the American Union, finds its way to and from tide-water by means of the Erie and Oswego canals.

If Western Canada has heretofore exported little or nothing through either of these channels, it has been mainly owing to American restrictions, which have lately been in a great degree removed by the adoption of a liberal bonding system, and to protection enjoyed in the British markets; she has, however, imported through these channels to considerable extent some of the most important articles of commerce as connected with the marine carrying trade. Deeming it unnecessary to swell this Report with examples of facts too apparent to the mercantile body of this city, we shall, however, for the satisfaction of those whose opportunities of information are less perfect, give the imports of Tea and Sugar during 1846:--

Table with 2 columns: Description of goods and their value. Includes 'Imports of Tea, via the St. Lawrence, 468,696 lbs.' and 'Imports of Sugar, via the St. Lawrence, 44,708 cwt.'

The unavoidable inference appears to be, that legislative restrictions have driven from the Saint Lawrence the great bulk of that trade which naturally belongs to it, and have rendered almost a nullity, advantages which, if judiciously used, would tend to increase British commerce, enrich British subjects, and thereby strengthen British interests on this continent.

As the want of those improvements in the navigation of the St. Lawrence, which are now in course of completion, may be given as a reason why the Western trade has not to a greater extent sought that channel, we would state that the protection formerly accorded to us in the markets of the United Kingdom was more than equivalent to any advantages which can arise from these improvements, inasmuch as this protection afforded an inducement to export flour ground in Canada from American wheat, equal to the total amount of freight on the St. Lawrence.

Taking the average charges on a barrel of flour, (assuming that article as a standard) from ports on Lake Ontario to Europe by way of the Oswego Canal, and of the St. Lawrence, we find a sum of 3s. 1d. per barrel against the latter route, viz:

Table showing average freight charges from Ontario to New York, Montreal, and Liverpool via different routes.

Against Montreal, or the St. Lawrence, 3s. 1d. As this difference exceeds the average rate of river freight, and as we cannot hope for any reduction of importance in the item of insurance, it is manifest that the equalization of charges by the two channels can only be accomplished by a reduction of the Atlantic freight; and we see no hopes of attaining that essential requirement, except by opening the St. Lawrence to the ships of all nations, and by conceding the right of employing the cheapest shipping available.

If the concession of these privileges be regarded in the light of a national evil, it is not less so than the alternative which forces the abandonment of our commerce to foreigners? With reference to the differential duties, your Committee cannot undertake to recommend their continuation, inasmuch as they are part of a system about to terminate, so far at least as its effects are

favourable to Canadian commerce. The tendency of these duties is unquestionably to favor the trade of the St. Lawrence, and while this is, together with the entire commercial policy of the country, in a state of transition, and until those privileges are conceded with reference to the free and unrestricted use of shipping, which we believe to be indispensable to the continuation of that trade, it would in our opinion be wise to avail ourselves of their influence, which, if circumstances were otherwise nearly balanced, might be deeply important as tending to give such form and shape to the future course of trade as we most earnestly desire to see accomplished. The essential facilities once obtained, and the new state of things fairly in operation, any cost to which the country might be subjected by their maintenance need not be longer borne. In considering the question, the vast importance to Canada of the object at stake must not be forgotten, which most assuredly is such as would warrant, in an attempt to secure it, a far greater expenditure than would be equivalent to any loss arising from a temporary continuation of the differential duties. Scarcely a greater calamity could befall the country than the absorption of its trade by foreign channels, and having the costly improvements of its inland navigation rendered comparatively unproductive—a nullity, and a wreck.

The abrogation of the differential duties naturally suggests the adoption of a new tariff, which, it is to be hoped, will be well considered and digested, that those alterations and amendments, by which the trade of late years has been so much embarrassed and deranged, may in future be avoided. In the opinion of your Committee the tariff should be based on the principle of revenue, and protective only so far as the admission of raw commodities for manufacturing purposes may be so considered. Strength will be given to this opinion by considering the great facilities for smuggling on our very extended frontier, and the difficulty in consequence (if we may judge from the past and present state of things) of organizing a Custom House sufficiently efficient to protect the revenue, when, at the same time, encouragement to illicit importation is fostered by a premium in the shape of high duties. The risk of smuggling should be at least equal to its inducements, and this can only be accomplished by adhering to a moderate scale of duties. The baneful, and debasing, influence on public morals, induced by the existence of a law habitually, profitably, and with impunity infringed, cannot be too tenaciously guarded against. Every interest requires that simplicity from onerous forms in the exactation of duties be observed to the greatest extent compatible with safety, and efficiency.

Your Committee conceive it would be supererogatory to repeat the reasons which have been so often, and so conclusively, urged against the duty on agricultural produce, and that it is vain to attempt to reason with those who will not see that it is totally inoperative as a means of enhancing the value of the agricultural products of the colony. It is manifest that the only effect of this duty is to clog and trammel the commerce of the country, and, by diminishing the carrying trade, to cut off what might be a prolific source of revenue.

Looking forward to the rapid approach of that period when Canadians, unaided, and relying solely on their own energies, must engage in a keen contest with their powerful and enterprising neighbours, not only for the trade of the Western States, but for the trade of Western Canada, it becomes vitally important that no delay should be permitted in bringing to completion, at the earliest period possible, all public works now in progress which have for their object the improvement of our channels of trade.

To enter upon the contest with our neighbours with any hopes of success, every facility that can be commanded will be required; and under such circumstances procrastination and apathy would be criminal in the highest degree. The perfecting of the new channel through Lake St. Peter is all important to this city, and it is gratifying to learn that the Department of Public Works intend to lose no time in bringing it to an early completion. Feeling that so much depends upon the character of the proceedings of the Provincial Legislature, we cannot but await with anxiety the development and progress of its policy, and we hope it will not be found wanting in that wisdom which the present important crisis in the commercial existence of the Province demands.

All which is respectfully submitted,
(Signed) JAMES LAW,
Chairman of Committee.
FREDERICK A. WILSON, Secretary.
Montreal, 1st July, 1847.

PROVINCIAL PARLIAMENT.

HOUSE OF ASSEMBLY.

ROUTINE BUSINESS.

Thursday, 15th July, 1847.
Mr. Lemieux took the oath and his seat, as member for Dorchester.
Six petitions were brought up and laid on the table.
The following engrossed bills were read the third time, and passed:—
Bill to incorporate the Woodstock and Lake Erie Railway and Harbour Company.
Bill to facilitate the commutation of the tenure of lands *en roture*, in the Queen's Domain, into that of free and common socage, and to avoid the unnecessary delays and expenses heretofore incidental to such commutations.
Bill to incorporate certain persons as the Guelph and Dundas Road Company.
Bill to enable the City Bank to increase its Capital Stock.
Bill to amend a certain act passed to provide for the improvement and enlargement of the Harbour of Montreal, and for other purposes.
Bill to consolidate and amend the Laws and repeal certain Acts relating to the crime of Forgery.
Bill to incorporate a Company under the style and title of "Canada Mutual Life Assurance Society."
Bill to authorize Augustin Norbert Morin to build a Toll Bridge over the River du Nord, in the parish of St. Jerome; to fix the rates of toll for passing thereon, and to provide regulations for the same.
Bill to incorporate certain persons under the name of the Burlington Bay Dock Company.
The following petitions were received and read, viz.:
Mr. Morin. Of Inhabitants of Ste. Therèse and St. Janvier de Blainville, St. Jerome and Terrebonne, for the Registry Office of the county of Terrebonne to be removed to Ste. Therèse; referred.
Mr. McConnell. Of Susan Elkins, of Pottou, to be indemnified for loss of property destroyed by Incendiarists in 1840.
Mr. Brooks. Of Inhabitants of Shipton and Melbourne, for the completion of the Arthabaska road.
Mr. Ermatinger reported on the L'Islet Registry Office Bill; committed for to-morrow, and the petition of inhabitants of St. Thomas and St. Pierre was also referred to the said committee.

THE COUNCIL'S AMENDMENT TO THE TORONTO, HAMILTON, NIAGARA AND ST. CATHERINES TELEGRAPH BILL, WAS AGREED TO.

On motion of Mr. Viger, the House concurred in the first report of the Standing Committee of Privileges and Elections, which declares that the seat of Mr. Guillet is not vacated.
On motion of Mr. Cummings, the House went into Committee on the report of the Select Committee to which was referred the petition of Isaac H. Culp; and rose without reporting.
On motion of Mr. Baldwin, an address was voted to His Excellency, for copies of any circulars addressed to the Wardens of the different districts in this Province by authority of the Executive Government thereof, since the last session of Parliament, on the subject of the taking the periodical census for the present year, as required by the Act 4 & 5 Vic. Cap. 42; and also copies of any other documents which he may, in his discretion, think fit to communicate, explanatory of the grounds upon which the Government proceeded in omitting to take the steps required by that Act for the taking of such census, and in directing that the same should not be taken, or otherwise interfering with the duties imposed upon the local authorities by that Act.
Mr. Laurin introduced a bill to remove all doubts as to the validity of certain deeds, instruments and documents executed before Notaries in Lower Canada, and to secure the rights, titles and interests of all parties concerned therein; second reading Tuesday next.
The following Resolution, passed in Committee, yesterday, was reported and concurred in:—
Resolved.—That a sum of £200 currency, be granted to Her Majesty, to defray the annual pension of Mrs. Vallières de St. Real during the term of her natural life.
Mr. Badgley then introduced a bill pursuant to the said Resolution; second reading to-morrow.
The order for receiving the report on the Customs Bill being read, on motion of Mr. Baldwin, the bill was re-committed, again considered, further amended, reported, and ordered to be engrossed.
A message was received from the Council agreeing to the Brockville Assessment Bill, with amendments.
And to the Banque du Peuple bill, and Bellechasse Registry Office bill, without amendment.
And, also, agreeing to the amendments of the House made to their amendments to the Bytown Incorporation bill.
Mr. Daly presented to Mr. Speaker the following message:—
ELGIN AND KINCARDINE.
The Governor General recommends to the Legislative Assembly the accompanying Supplementary Estimate of sums required for the service of the present year.
Government House.
Montreal, 12th July, 1847.

The amendments made in committee, yesterday, to the Montreal Gas Light Company bill, were reported and agreed to, and the bill ordered to be engrossed.
The House went into committee on Mr. Merritt's proposed Resolutions for removing the Duties on Agricultural Produce, and the committee rose and reported progress.
The House went into committee on the Elgin District bill, and rose without reporting.
Mr. Cameron moved that the bill to regulate the granting of new trials in certain cases be now read a second time, Mr. Badgley moved, in amendment, that the bill be read a second time this day four months;—agreed to, upon a division.
The Quebec Bank bill was read the second time, and referred.
The order for the House in committee of Supply, being read; on motion of Mr. Cayley the Supplementary Estimate was referred to the committee, and the order deferred till to-morrow.
The order for the second reading of the Niagara District Bank bill, was discharged.
The British and Canadian Mining Company of Lake Superior bill, the Garden River Copper Mining Company bill, and the Echo Lake Mining Company bill, were read the second time, and referred.
The Humber Harbour and Road Company bill was amended in committee, and ordered to be engrossed.
The order for the second reading of the Grain Distillation bill was discharged.
The bill to transfer certain powers for support of Insane and destitute District Councils in Upper Canada, was read the second time, and committed for to-morrow.
The Upper Canada Mill Dams' Aprons bill was read the second time, and referred.
The bill to facilitate the partition of Lands in certain cases in Lower Canada, was amended in committee; to be reported to-morrow.
The bill respecting examination *sur faits et articles* and the costs thereof in Lower Canada, was read the second time, and referred.
The order for the House in committee to take into consideration certain resolutions on trade, was discharged.
Mr. Merritt then moved the following Resolutions, the consideration of which were deferred till Monday next.
(The Resolutions referred to were published in the Gazette of the 7th instant.)
On motion of Mr. Merritt, it was resolved, that in order to place this Province in the position to which she is entitled, as an appendage to the British Crown, an humble address be presented to Her Majesty, that she will be pleased to recommend the removal of existing duties on the productions of Canada, when admitted in the markets of the mother country; and a committee was appointed to prepare the said address.
The Kingston Incorporation amendment bill was read the second time, (Yeas 29, Nays 5,) and referred.
The remaining orders were postponed till to-morrow.

Friday, 16th July, 1847.
Five petitions were brought up and laid upon the table.
The following engrossed Bills were read the third time, and passed:—
Bill to revive and extend the Act incorporating the Humber Harbour and Road Company.
Bill to incorporate the Members of the Medical Profession in Lower Canada, and to regulate the study and practice of Physic and Surgery therein.
Bill to incorporate the Town of Dundas.
Bill to amend the Act of Incorporation of the Montreal Gas Light Company.
An engrossed bill for repealing and consolidating the present Duties of Customs in this Province, and for other purposes therein mentioned—was read for the third time.
Mr. Henry Smith moved that an additional clause be added to the bill by way of Rider, which was negatived.
Yeas 27, Nays 32.
The bill was then passed. Yeas—Messrs. Badgley, Baldwin, Berthelot, Boulton, Brooks, Cayley, Chalmer, Christie, Colville, Cummings, Daly, Desaulniers, DeWitt, Dickson, Duggan, Ermatinger, Foster, Fournier, Franchère, Gowan, Guillet, Hale, Hall, John, Lafontaine, Latourrière, LeBoutillier, Lemoine, Leslie, Lyon, McDonald, Gleggary, McDonald of Kingston, McDonald of Dundas, McDonald of Stormont, Merritt, Methot, Meyers, Moffatt, Monro, Powell, Petrie, Prince, Robinson, Scott, Seymour, Sherwood of Brockville, Sherwood of Toronto, Smith of Frontenac, Smith of Wentworth, Stewart of Bytown, Stewart of Prescott, Thompson, Viger, Wilson, Webster, Williams, Woods—57.
Nays—Messrs. Armstrong, Aylwin, Boutillier, Cameron, Cauchon, Chauveau, Conger, Lantier, Lemieux, Meron, Nelson, Price—12.
The following petitions were received and read, viz.:
Mr. M. Cameron. Of the Members of the Baptist Church, Paris, that the management of King's College be placed upon a more equitable footing, and no aid given out of the public funds for Theological instruction.
Of the Moderator and others of the Synod of the Presbyterian Church in Canada, against any further proceedings on the King's College Bill this session.
Mr. Méthot. Of Notaries in Lower Canada, for amendments to the bill for their organization.
On motion of Mr. Aylwin, the petition of the Stockholders in the St. Lawrence and Atlantic Railroad and others, of Montreal, was referred.
A message was received from the Council, agreeing to the following bills:
1. Special Constables Bill.
2. Quebec Pilots Bill.
3. Montreal Bank Bill.
4. Niagara District Courts Bill.
5. Limitation of Actions Bill.
6. Montreal New City Gas Company Bill.
Mr. Merritt reported favorably on the petition of inhabitants of the District of Niagara, for the removal of certain Bridges on the Welland Canal.
Mr. Badgley reported on the bill regulating the shipping of seamen; committed for Monday next.
Mr. Daly presented two returns to addresses—the first relating to the Crown Lands, and Crown Lands Department; the second relating to the Tolls on the Welland Canal, Burlington Bay and Windsor Harbour.
Mr. Merritt reported the draught of an address to Her Majesty, praying for the removal of existing Duties on the productions of Canada when admitted in the Markets of the Mother Country, which was agreed to, and ordered to be engrossed.
Mr. Boulton reported on the petition of Donald Bethune

and others, of Toronto and Niagara; and moved that the report be committed for Monday next. Mr. Duggan moved, in amendment, to commit it for this day three months. Yeas 44, Nays 5.
Mr. Viger presented the second report of the Standing Committee on Privileges and Elections—on the subject matter of the Simcoe Elections.
Mr. Baldwin moved the concurrence of the House therein; and on motion of Mr. Boulton the further consideration of said motion was deferred till Tuesday next, and the report ordered to be printed.
The Council's amendments to the Brockville Assessment Bill was agreed to.
On motion of Mr. J. S. Macdonald, the returns to an address for the report of the Collector for the Port of Dundee, relative to the seizure of a horse belonging to one Donald McCrae, was referred.
On motion of Mr. Stewart the returns from the Supervisor of Collectors' Office was ordered to be printed.
On motion of Mr. Chauveau, the return to an address containing the correspondence between the Executive Government and the Trustees of the Quebec Turnpike Trust, and the accounts rendered by said Trustees, was referred.
Mr. Chauveau moved that the order for the second reading of the Quebec District Bank Bill be discharged, and the Bill read a second time on Monday next;—negatived.

The Upper Canada Attorneys and Barristers' Bill was ordered to be read a second time on Tuesday next.
Mr. Gowan introduced a Bill to relieve the District of Johnstown from the payment of the sum of £7000, and to authorize the Municipal Council of the said District to raise the further sum of £10000 for the completion of certain roads therein; second reading on Monday next.
On motion of Mr. Wilson, the House went into Committee to consider the expediency of paying Petit Jurors in criminal cases in Upper Canada, out of Consolidated Fund, in so far as they may not be paid by the fund paid in Civil Causes;—and rose without reporting.
Mr. Christie introduced a Bill to amend the Act passed in the 8th year of Her Majesty's reign, intitled, "An Act the better to facilitate the optional commutation of tenure of lands *en roture*, in the Seigneuries and Fiefs in Lower Canada into that of *franc-alleu-roturier*;" second reading Tuesday next.
On motion of Mr. Aylwin, an address was voted for copies of the Order in Council of 20th November 1835, revoking and annulling, in respect to the Vice Admiralty Court of Lower Canada, the Tariff of Fees established by the Order in Council of 27th June 1832, for the Vice Admiralty Courts abroad under the authority of the Imperial Statute 2 Will. IV. Cap. 51, and of the Petition of the Bar of Quebec to Her Majesty in relation to the said Tariff, and the said Order in Council transmitted through His Excellency the late Lord Metcalfe in November 1843, together with copies of all correspondence and documents in His Excellency's possession, having reference to the establishment of a Tariff.

On motion of Mr. Lemieux, the Standing Committee on Privileges and Elections was instructed to enquire into and report upon the causes by which the writ for the late Election for Dorchester was issued as late as, after the meeting of Parliament, the 9th day of June last, while it appears from documents laid before the House that the late Representative for that County had accepted the office of Circuit Judge for the District of Quebec, as early as the 2nd May preceding.
Mr. Cayley introduced a Bill to amend the Act for the protection of Copyright in this Province, and for other purposes therein mentioned; second reading Monday next.
On motion of Mr. Morin, it was resolved, that the 3rd Rule of the House as regards the posting of Private Bills during eight days before they are taken in consideration before Special Committees, be suspended for the remainder of the present session.
Mr. Morin introduced a Bill to incorporate the Lower Canada Agricultural Society; second reading Monday next.
The amendments made, in Committee, yesterday, to the Bill to facilitate the partition of lands, &c., in certain cases in Lower Canada, were reported, and agreed to;—and an additional amendment, proposed by Mr. Moffatt, was negatived. (Yeas 16, Nays 31). The Bill was then ordered to be engrossed.
The Supplementary Estimate was considered in Committee of Supply, further consideration Monday next.
The remaining Orders were postponed till to-morrow; and the House adjourned after 1 o'clock in the morning.

SUPPLEMENTARY ESTIMATE

Of certain Expenses of the Civil Government of the Province of Canada, for the year 1847, for which a Supply is required.

SERVICE.	Amount	Currency.
	£	s. d.
PUBLIC WORKS.		
To defray outlay and complete Contracts.		
For the Toronto Custom House.....	60	0 0
Arthabaska Road.....	700	0 0
Kennebec Bridge.....	299	0 0
Chaudière Bridge.....	190	0 0
Jacques Cartier Bridge.....	250	0 0
Grosse Isle Wharf.....	350	0 0
For Surveys of Vaudreuil Harbor, Missisquoi Canal and Toronto Harbor.....	144	45 0
Chambly Canal.....	330	14 9
Teunesseth Road.....	48	12 6
Narrows Bridge.....	50	16 4
St. Ann's Lock, blasting Rock.....	53	12 5
Metis Bridge Damages.....	65	0 0
Chambly Canal Claims.....	625	17 4
Arbitrations, estimated.....	2500	0 0
	5868	8 4

FOR WORKS TO BE PROCEEDED WITH AFTER THE COMPLETION OF PRESENT CONTRACTS.

UPPER CANADA.		
Chatham Bridge.....	2000	0 0
Dams at Buckhorn and Robezzeau.....	400	0 0
Roads between Trent Slides and Drawbridge	1250	0 0
Pier and leading Light at Presque Isle	450	0 0
Rouge Hill.....	1000	0 0
Road from Prescott to Ottawa.....	1000	0 0
Owen's Sound Road.....	1500	0 0
Towards opening Road from Kingston to the Ottawa.....	1500	0 0
Nottawassa Bridges and reducing Hills on the Town line between Mono and Adajla	1000	0 0
Shannonville Bridge.....	300	0 0
Winchester Bridge, over Nation River	300	0 0
Road from Peterboro' to Lindsay, in the Township of Ops.....	250	0 0
	10950	0 0

LOWER CANADA.

For Repairs and Alterations to Gaols and Court Houses.....	3728	18 11
Road from Waterloo to Sherbrooke.....	506	11 3
Kemp Road.....	355	15 6
Gaspé Roads and Bridges.....	570	0 0
Chemin des Caps.....	2000	0 0
Metis and Matane Road.....	2611	0 0
	9772	5 0

Public Buildings in Lower Canada.....	2739	13 0
Increase to Judge Gairdner's Salary.....	300	0 0
Joseph Bonchette, Esq., to meet expenses of Published his Map.....	200	0 0
Aid to Mechanics' Institute in London, Canada West.....	50	0 0
Aid to the Bishop's College at Lennoxville	500	0 0
Aid to the College at L'Assomption.....	125	0 0
For Salaries to the Prothonotaries in the District of Gaspé, £50 each.....	100	0 0
To Charles N. Lasserrie, for arrears of Salary as Teacher of a School at Three-Rivers.....	150	0 0
Aid to Joliette College.....	100	0 0
Do to the School at St. Therèse.....	100	0 0
Do to the University Lyng in Hospital, at Montreal.....	100	0 0
Do to the Literary and Historical Society, at Quebec, for Copying Historical Records	100	0 0
Do to the Clarenceville Academy.....	50	0 0
For Pension to the Widow of the late Chief Justice Vallières.....	200	0 0

Provincial Canals—For the Welland..... 50000 0 0
Lachine..... 10000 0 0
Total Currency..... £91405 7 0
W. CAYLEY,
Inspector General.

INSPECTOR GENERAL'S OFFICE, Montreal, 15th July, 1847.

FIRST REPORT OF THE STANDING COMMITTEE ON PRIVILEGES AND ELECTIONS.

Your Committee have considered the Petition of Louis Guillet, Esq., Member for the County of Champlain in this present Parliament, referred to them by Your Honorable House on the 14th June last, and have taken Evidence touching the matter referred to in the said Petition.
Your Committee find that at the time of his Election, Mr. Guillet was employed under the Hon. John Stewart, Esquire, late the Commissioner for the Management of the Jesuits' Estates, in the District of Three Rivers, as an under Agent in the administration of those Estates. That he held that employment under an appointment made through Mr. Stewart, as his immediate superior officer, in the same manner that similar subordinate appointments are made through the Commissioner of Crown Lands in the Crown Lands Department. The security given by him for the due performance of his duties, having been given directly to the Crown, and not to Mr. Stewart, although in the routine of such duties, the course was for him to account to Mr. Stewart, as his immediate superior,—his remuneration consisted of a per-centage on the monies he collected.
Your Committee further find that since his Election, by a new Departmental arrangement made by the Government, the office of Commissioner for the Management of the Jesuits' Estates has been abolished, and Mr. Guillet has been directed to account henceforth to the Commissioner of Crown Lands, but that no new appointment was deemed necessary to be made in consequence of such new arrangement; and the employment or under agency so held by Mr. Guillet, remains, as respects its dependency on the Executive Government of the Province, identically in the same position as before such new arrangement was made.
Your Committee are therefore of opinion that Mr. Guillet's employment, as under Agent in the administration of the said Estates, does not, according to the Evidence submitted, bring him within the meaning of the 1st Sec. of the Statute of 7 Vic. c. 65; and that Mr. Guillet is, therefore, not disqualified from being elected and returned, and sitting and voting in Parliament under that Statute.
And Your Committee are also of opinion, that Mr. Guillet continuing to hold such employment or under agency after the said new arrangement, does not amount to a new acceptance of office from the Crown, within the meaning of the 4th Section of the same Act, and that Mr. Guillet has not, therefore, vacated his seat by having so continued in such employment or under agency.
The whole nevertheless humbly submitted.
D. B. VIGER, Chairman.

12th July, 1847.

CANADA.

DUNDAS.—Journeying westward, there is, perhaps, no place of moderate size in which the advance made is so extraordinary as in Dundas, the county town of Halton.
A mere village a few years since, it now numbers near 2000 inhabitants, and can boast of factories worthy of, and not inferior to, those of England.
The progress made is, in the main, attributable to the splendid water privileges enjoyed, but in no small degree to the activity, energy, and enterprise of its leading inhabitants.
One, among the many instances, is that of Messrs. Gartshore & Co., whose premises were entirely destroyed by fire last year. Upon the site of the conflagration, new buildings have been erected of the most substantial character.
Passing through Dundas last week, we were induced to visit them, and found that they cover nearly two acres. The machine shop is a substantial building 84 by 44 feet, three stories in height, built of freestone, and roofed with sheet iron.
In the casting department, from two to four tons per day are turned out. In the finishing department ten turning lathes are at work, as well as a planing machine for iron, imported from England—the only specimen of the kind, we believe, in Canada West. So extensive is the water power, that, in addition to turning these lathes, it is made subservient to the purposes of driving the furnace blast, and that of nine blacksmith's fires, of punching boiler plates, making the worm in screws and nuts, drilling machinery, and many others that for the moment escape us. The pattern department for engines and machinery occupies a building about 60 feet by 24, two stories in height, in which are many very elaborate models. We believe about 100 men are engaged in the factory.
Before leaving the premises, our attention was drawn to a new form of fire engine, now constructed by the firm, and which, since our return to Toronto, we have seen tested with eminent success. The cost is, we believe, about £10 and well will such a sum be expended in its purchase.
Our friends at Dundas are not more proud of their progress than we are gratified to mark it, believing it, as we do, to be healthy, and likely to be continuous.—[British Colonist.]

We are very sorry to learn that the small box has again broken out in an aggravated form on board the troop ship Apollo, which was to have conveyed the 52nd Regiment, now in garrison, to England.—The departure of the Regiment, which was to have taken place this day, has been put off in consequence.—[Montreal Gazette.]
During the thunder storm which passed over this city and the neighbourhood on Tuesday morning, a house at Bord-a-Plouf was struck by the electric fluid. The inmates escaped unhurt, but the walls were shivered to the foundation.—[Ib.]
BYTOWN EMIGRANT HOSPITAL, July 12.—There have been no cases of Typhus admitted during the past week. The number of cases of Diarrhea in lodgings and the sheds have increased very much owing chiefly to the imprudence of the Emigrants themselves, in over eating and as well from drinking largely of the Canal water. The Emigrant Agent, two of the Sisters of Charity, and one nurse are at present laid up.

LOWER PROVINCES.

ST. JOHN, (N. B.) July 6.—It is with deep regret we announce to-day the death of Dr. Collins, which took place on Friday afternoon at the Quarantine Station at this port. This young gentleman having recently returned from Europe, after completing his medical studies, commenced the practice of his profession in this city last summer, and was much respected by the community generally for his talents, and gentlemanly deportment. In company with Dr. W. S. Harding, he proceeded a few weeks ago to Partridge Island, for the purpose of assisting the resident Health Officer, Dr. G. J. Harding, in the discharge of his onerous duties, and in the exercise of this most benevolent determination, contracted typhus fever, which, proving fatal in his case, has deprived the city of a promising member of the Medical profession, and his young wife and many relatives of a loving husband and sincere friend.
Dr. W. S. Harding, who was also attacked with fever, is now, happily, recovering.—[Courier.]
The number of deaths in the Hospital at the quarantine station, from the 7th of May to the 2d inst.,

amounted to 174, principally of typhus fever and dysentery. The total number of sick landed at the station up to the 2d instant, was 881.—[Observer.]
ST. JOHS, (N. B.) July 10.—M. H. Perley, Esq., of this City, who came passenger in the last Steamer from England, resumed his duties as Emigration Agent at this Port on Tuesday last. We learn that Mr. Perley and his colleague, Captain Robinson, R. N., were so fortunate as to make very satisfactory arrangements in London for a large amount of stock, and forming a highly influential Board of Directors, of which the Right Hon. the Earl of Fitzwilliam is President.
Before leaving London, Mr. Perley was summoned to the Bar of the House of Lords, and being there sworn, Special Committee of Peers on Colonization, twenty-one in number, of whom the Lord Montagu is Chairman. The principal examiners were the Noble Chairman, Lord Ashburton, Lord Walsingham, Lord Stradbrooke, Lord Fingall, Lord Falkland, and Lord Lyttelton, although other peers, occasionally took part in the examination.
The Hon. S. Cunard was next examined after Mr. Perley, and also the Hon. G. Pemberton, formerly of Quebec, and now of London.
The report of the Special Committee and the evidence will be printed and laid on the table of the House of Lords before the rise of Parliament, which, it is expected, will take place this day.
The plan of colonizing these Provinces by the construction of Railways, was strenuously advocated by Mr. Perley during his stay in England, and should the report of the officers of the Royal Engineers, now engaged on the survey of the trunk line from Halifax to Quebec point out an eligible route for that line, a pledge has been given in a high quarter, that government will at once take measures for the construction of the line as an object of national importance.—[Courier.]

QUARANTINE REPORT.—During the week the following vessels arrived at the Quarantine Station at this port with passengers:—Ship Ambarross, from Liverpool with 514 passengers—sixteen children and three adults died on the passage; Ship Chieftain, from Cork, 96 passengers—thirteen deaths; Brig Bahe McEvers, from Cork, with 166 passengers—eleven deaths, and two cases of small pox; Schooner Sally, from Cork, 96 passengers—seven deaths; Brig Abeona, from Cork, 73 passengers—one death; Brig Seraph, from Cork, via Boston, 120 embarked—3 deaths, and 45 sick.
The Seraph embarked her passengers for Boston, but finding on arrival there, that they would not be allowed to land unless bonds were given that they should not become chargeable upon the State, which the captain was not prepared to do, she proceeded with them to this port.

QUEBEC.

MONDAY, 19th JULY, 1847.

LATEST DATES.

From London.....	June 15	From New York.....	July 13
From Liverpool.....	June 19	From Halifax.....	July 3
From Paris.....	June 15	From Toronto.....	July 13

The latest intelligence from Mexico is that a malignant and fatal dysentery was prevailing among the troops under general SCOTT at Puebla, produced, the American letter writers suppose, by poisoned milk, the poisonous substance put into it, of course, "by some malicious Mexicans."
We are indebted to Captain VIGGORS, of the *Storbrooke*, which sailed from Liverpool on the 19th June and arrived here yesterday, for a copy of the Liverpool *Mercury* of the 18th, the latest number of it we had received by the royal mail steamship *Caldonia*.

MONTREAL, Friday, July 16, 1847.
The Assembly passed some of their 86 orders last night, and sat till near twelve o'clock. They got back on the Customs' Bill and struck out the 49th clause, enabling those who are to profit by seizures being witnesses for conviction.
There are 9 notices and 80 orders for to-day. They are like a crowd in a door way, each pushing himself forward and the passage stopped up. There are 14 orders of the day, 3rd and 2nd readings, in the Council. They rejected, yesterday, a Bill from the Assembly allowing further claims for U. E. lands, for ten months. Very few Bills of real importance are yet passed both Houses. They still talk of a speedy prorogation or adjournment. It is probably only a wish.
Tuesdays and Fridays are days on which the Government measures have a preference. The College Bills are among the orders for to-day, and if they are proceeded on, the debate will probably occupy a great part of the sitting. A Supplementary Estimate amounting to £91,405 7s. is also among the orders, £50,000 for the Welland and £10,000 for Lachine Canal; a tolerable addition to the £10,514 2s. of the estimate already voted. A curious statement of monies spent in Upper Canada and Lower Canada has been laid before the Assembly on address to the Governor; about one million five hundred thousand for Upper Canada and the Ottawa, eight hundred thousand for Lower Canada, including about sixty thousand for the Beauharnois and Lachine canals, and about seventy thousand for Lake St. Peter. The benefit of these expenditures is intended to be general; but the money spent has been divided in the localities of the works. A copy of this interesting document will be forwarded as soon as it is printed. The taxes on the trade to meet the debt contracted for those expenditures and the interest, may have the effect of driving the trade to the United States, contrary to the original intention of bringing part of their trade down this way. Greater economy in our expenditures and less burthens on the trade, are the chief things that could enable us to meet the competition with the American ports; but of this there is at present very little prospect. There are too many interested in the division of the spoils.

The weather is again getting warm, and the uneasiness about the sickness increases. The deaths have been less yesterday; they are stated at 23 in the sheds in the 24 hours. The Rev. Mr. W. W. Loughby was buried to-day. Another *Scour* *Gris* died this morning, making three in all, and they have still 22 sick, three dangerously. No further deaths are mentioned among the Roman Catholic Clergy. The College and the High School were closed on the 10th instant. A Mr. Waddington Ogden is the only additional death mentioned among the citizens of note. The sickness prevails among the emigrants in every part to which they have dispersed in Upper Canada. Those arriving quite well have been attacked some time after their arrival. There are also cases at St. John's, one of them a Doctor.

MONTREAL, Saturday, 17th July, 1847.
The Legislative Council got through with the nine orders of the day yesterday by 5 o'clock, and afterwards formed itself into a committee of privy-legates on the subject of the absence, during two sessions, of the Hon. Mr. McDONALD of Ganoquoque, which vacates his seat. The proceedings were ordered to be communicated to him, that he might be heard before the final decision.
The Assembly got into a long discussion on a motion by Mr. WILSON for paying petty jurors in criminal cases, and it was put off. The proposal is entirely contrary to the practice in England, where justice has been better administered than in any other country in criminal cases by unpaid jurors, performing *in rotation* a public duty for the protection of their own rights and the liberties of the whole people; a duty too sacred and dignified to be mixed up with mercenary motives, which, unfortunately, have too much influence in other countries.

Ed. V. CORTLANDT, Surgeon.

LOWER PROVINCES.

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Dr. W. S. Harding, who was also attacked with fever, is now, happily, recovering.—[Courier.]
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From Paris.....	June 15	From Toronto.....	July 13

The Customs Bill reached the Legislative Council yesterday, and the supplementary Supply was one of the last measures taken up last night by the Assembly. They hardly got through with the first item, and finally adjourned after one o'clock till Monday, when they have a number of notices and orders of the day to proceed upon, including the College Bills.

The new School Bill has been printed. It contains most of the objectionable features of the Law of last session; the insulting provision of compulsion; to be imposed by the Executive or persons appointed by it. It however allows voluntary contributions to obtain the amount of the Government tax to be taxed for the children, to between seven and fourteen years, and allows those not taxed to attend school at the fixed monthly fees. It authorises an amount of 25 per cent. to the rates to raise the amount equal to the Government allowance, to provide for expenses, &c. The dissentient schools to be managed by Trustees chosen by the dissentients, and provision is made respecting the school houses to which the majority and the dissentient houses have contributed.

The temperature here has again got up to between 80° and 90°; about 23 out of 1500 die daily in the sheds, but the sickness is spreading in town. One Doctor, who attended the sheds, is dead, and several others sick. Many of the orphans have died at the houses they were carried to, and the sickness has got in among the Canadians in the suburbs.

The country is much in want of rain. In fields well manured the hay is abundant; in others, thin and full of weeds; barley is changing colour; the oats in ear; the wheat hardly in ear, having been late to avoid the fly; the potatoes and the Indian corn looking well, the orchards much injured by the caterpillars. The cherries ripe and abundant; wild raspberries plenty in the market. Generally the gardens and good. The markets dear and badly attended. Work scarce; business dull, and only about 20 square rigged vessels in the harbour.

SEAT OF GOVERNMENT.—This subject was again brought forward on Friday by Mr. Boulton moving: "That a humble Address be presented to Her Majesty, representing that the Building and other accommodations provided for the Session of the Provincial Parliament, in the City of Montreal, have been found by experience to be extremely inconvenient, ill-placed, and unwholesome, and praying that Her Majesty will be graciously pleased to direct that other Buildings of some suitable and commodious character be forthwith provided for the sitting of the several Branches of the Legislature in Montreal, or that the Seat of Government be transferred, either to Toronto, Quebec, or Kingston, at either of which former Cities, commodious Parliament Buildings are already erected, there to continue until other accommodations are provided by the construction of Public Buildings of a substantial nature, for the permanent sitting of the Legislature."

FREE NAVIGATION OF THE SAINT-LAWRENCE.—On Friday last, Mr. Attorney General SHERWOOD moved: "That a humble Address be presented to Her Majesty, assuring Her Majesty of the steadfast loyalty of the people of this Province, and their profound attachment to Her Person and Government, and representing to Her Majesty that the changes which have recently been made in the Commercial Policy of this Colony, which, unless promptly met, may ultimately prove highly injurious to the Empire: That this Province has incurred a large debt for the construction of public improvements, chiefly for rendering our access to the Ocean more easy and less expensive, and for maintaining our trade with the Mother Country, and with Foreign Nations, through the channel of the St. Lawrence, in the hope of shortly attaching through the same route the vast products of the Western portion of this Continent; That the continuance of the protection in the British markets, which Her Majesty's dutiful and loyal subjects in this Province had hitherto so advantageously enjoyed, would have fully realized their expectations in this respect, but that the commercial changes which the wisdom of the Imperial Parliament has deemed it prudent to adopt, compel us, under the existing altered circumstances of our trade, to seek for changes in the Navigation Laws affecting this Province, which otherwise would have been unnecessary: That measures have been adopted in the neighbouring Republic with a view to divert the Trade of this Province to and from Great Britain through the Railroads and Canals of that country, and thereby to secure to them a large accession of Carrying Trade, and from which a revenue was yielded last year of about £700,000; and that there is too much reason to fear that their attempts will prove successful, unless other and further inducements than at present exist are offered in favour of the route by the St. Lawrence: That to attend such inducements, and to prevent a calamity so much to be apprehended, this House humbly prays, that Her Majesty will be most graciously pleased to sanction the free use of the Navigation of the River St. Lawrence by all Nations, and that, to that end, she will be further graciously pleased to recommend to the Imperial Parliament to repeal the Laws of Navigation so far as they, in any manner, relate to or affect this Colony."

CANADA, NEW BRUNSWICK AND NOVA SCOTIA RAILWAY.—By yesterday's mail we received a copy of a bill introduced by Mr. STEWART, of Bytown, to incorporate the Canada, New Brunswick and Nova Scotia Railway Company. It authorizes the Hon. John Molson, the Hon. Adam Ferrie, the Hon. James Ferrie, the Hon. John Neilson, the Hon. R. U. Harwood, Sir George Simpson, P. W. Dease, Allan McDonell, Robert Armour, Charles H. Castle, John Fry, Henry Corse, John Matthews, W. B. Jarvis, Joseph Cary and Josiah Timmis, junior, Esquires, with such other persons as shall become share holders of the Company, "to make and complete a Railway, to be called the Canada, New Brunswick and Nova Scotia Railway, with one or more sets of rails or tracks, and to be worked by locomotive engines, or on the atmospheric principle, or in such other mode as the said Company may deem expedient, from some place on the river St. Lawrence as nearly opposite the city of Montreal as may be found convenient, through the Eastern Townships, by Melbourn or Drummondville, to Point Levy, opposite to Quebec, and thence, by Rivière-du-Loup, to the province line of New-Brunswick"; and enacts that "whenever the said Railway shall pass through the waste or ungranted lands of Her Majesty, there shall be granted to the said Company such wild lands, for the space of five miles wide, on each side of the said Railway, together with the timber thereon, and the mines, materials and minerals in the same, but not exceeding in the whole two millions of acres, for and towards the construction of the said Railway, and the more convenient and speedy settlement of the said wild lands, and for the purpose of enabling the said Company to meet the great expense of the said undertaking, and as an aid towards the same."

A Canada Gazette Extraordinary, issued on Saturday last, the 17th instant, contains a By-law of the Montreal Trinity House, approved by His Excellency the Governor General on the 10th, of which the following are the enacting clauses: "Firstly, That every Steamboat or other Vessel coming into the Port of Montreal being destined for the Harbour of Montreal, and having on board more than one hundred Emigrants, or having on board any sick Emigrants, or on board of which any Emigrant or Passenger shall have died on the passage of any such Steamboat or other Vessel, shall proceed forthwith upon its arrival within the said harbour to the wharf adjoining the Basin of the La Chine Canal in front of the Emigrant

Sheds erected thereon, and shall land all the Emigrants being passengers on board such Steamboat or other Vessel at the said Wharf, and at no other, under a penalty of five hundred pounds for each and every offence.

Secondly, That no one of the following Steam Vessels now usually plying on the River St. Lawrence between Quebec and Montreal, namely: "The Montreal," "Quebec," "John Mann," "Queen," "Canada," "Alliance," and "Lord Sydney," shall, within the said Port of Montreal, carry more than six hundred Emigrants or Passengers other than Cabin Passengers, at any one time, under a penalty of five hundred pounds, currency, for each and every offence.

That no one of the following Steamboats now usually plying on the River St. Lawrence, between Quebec and Montreal, namely: "Rowland Hill," "St. George," and "North America," shall, within the said Port of Montreal, carry more than four hundred Emigrants or passengers other than Cabin passengers at any one time, under a like penalty of five hundred pounds currency, for each and every offence, and that no one of the following Steam vessels now usually plying on the River St. Lawrence between Quebec and Montreal, namely: "The Charlevoix," "Lady Colborne," "Neptune," and "Princess," shall, within the said Port of Montreal, carry more than three hundred Emigrants or passengers other than Cabin passengers at any one time, under a like penalty of five hundred pounds currency, for each and every offence; such penalties to be recovered in the manner provided for by the Act made and passed in the tenth year of Her Majesty's reign, and intitled, "An Act to enlarge the powers of the Trinity House of Montreal in certain cases where the public health of the City may be endangered."

The Lord Bishop of Montreal left town this morning for Frampton, intending to proceed thence to the county of Megantic, and parts adjacent, for the purpose of administering the rite of Confirmation. His Lordship's return may be expected on the first of August next.

To the list of those already named as having fallen victims to ship-fever among the higher classes of society in Montreal, the papers of Saturday add the names of Dr. McGALE, one of the assistant physicians attending on the Emigrant Hospitals, at St. Ann's Commons, and of sister COLLINS, of the Grey Nunnery, who also died on Friday, in consequence of disease caught in the discharge of her duty at the Emigrant Sheds. The *Minerve* of Thursday says: "We have again to deplore the death of another minister of the Gospel, and a worthy Priest of the Seminary: the Rev. Pierre Richard, a native of France, aged about 30 years, died on Thursday morning, of fever, caught at the Sheds. The Superior of the Seminary is still sick at the Mountain; the Rev. Mr. Picard is recovering; the Rev. Mr. Richards is also recovering; Mr. Arnaud is still confined to his bed; Mr. Charbonnel is sick in the country; Mr. Bienville is convalescent. The Rev. Mr. Connolly is the only clergyman speaking the English language who is able to visit the sheds.

"None of the Priests at the Bishop's House have as yet been sick. The Abbess of the Convent of the Bon Pasteur is seriously indisposed.

"Sister Primeau, one of the Nuns of the Grey Nunnery, died on Wednesday morning, aged 20 years. Three others fell sick the same day, and four are dangerously ill, of the prevailing fever.

"350 to 400 Emigrant children are now taken care of by the Ladies of the Good Shepherd, (*Les Dames du Bon Pasteur*), and other Religious Institutions in this City. All the hospitals attached to the Religious Institutions of the City are full."

We learn that Captain ARMSTRONG, of the steamer *Queen*, is very dangerously sick at Sorel, but that Captain LOCKHART, of the *John Mann*, is doing better.

We learn from private sources that the consequences we predicted from allowing emigrants to be packed, as they were, by thousands on board the steamboats between this and Montreal, have been fearfully realised, and that to an extent the public have no conception of. They might have been prevented by an early recourse to the measures so tardily adopted by the Montreal Trinity House.

Here also the disease is fast gaining ground among the inhabitants; the Hospitals being full, the worst consequences are to be apprehended from the want of accommodation for the sick. There is much sickness and there have been many deaths at the sheds on the India Wharf. We beg leave to call attention to the article in this day's paper signed "Lower Town."

It is said that Mr. SAMUEL ASHWORTH, hatter of this city, who died on Friday morning, took the disease from some recently arrived relatives, and that several of his family have also taken it.

About 80 orphan children of immigrants were sometime ago taken into charitable French Canadian families. A poor woman in St. Vallier Suburbs, who had adopted one of them, has fallen a victim to her benevolence, and leaves a family of nine children.

Dr. SAUVÉ has come up sick from Grosse-Isle. The Rev. Messrs. CAMPEAU, parish priest of St. George, and DORION, parish priest of Drummondville, went down last week to Grosse-Isle, whither they had been preceded by the Rev. C. Z. ROUSSEAU, of St. Henry.

Capt. HARPER, of the Ship *Independence*, of Belfast, which arrived here on the 7th inst., from Belfast, with 308 passengers, died to-day at Beauport, of the ship fever.

Mr. Solicitor-General CAMERON visited Grosse Isle on Saturday and left for Montreal in the evening. A. CAMPBELL, Esq., and Drs. JAMES DOUGLAS and FLEMING were also passengers, we are told, in the boat which took him down to the island.

On Saturday evening, after a long continued drought, a sudden squall sprung up and raised such a cloud of dust in the streets that the sky was completely obscured by it, and people out of doors might have been blinded and suffocated had it not been as suddenly allayed by a well-timed shower, the beneficial effects of which must have been felt as well by the vegetable as by the animal kingdom. It rained again pretty heavily during last night.

The Editor of the New-York "Spirit of Times" asks all his contemporaries who exchange with him to announce that Captain W. S. HENRY, of the United States Army, formerly the Mexican correspondent of that journal, under the signature G * * de L * *, is about to publish an authentic and complete history of the Mexican War. The Work is to be in two octavo volumes, with plans and engravings.

(To the Editor of the Quebec Gazette.)

SIR,—I beg to call the attention of yourself and the gentlemen of the press in general of this city, to the awful state of the poor destitute sick Emigrants that have been and are likely to be, lying about, on the different wharves and streets of this town, spreading death and disease amongst its inhabitants.

The British Government, no doubt, are inclined to supply liberally the means to place and to assist in supporting them in some situation better adapted to their wants, and it would be desirable that some steps were taken so as to keep the emigrants distinct from the inhabitants, as is done in Montreal, were this the case there, might be some hope of checking the spread of this scourge that has been brought amongst us.

You will observe, Sir, that it is now become a matter of life or death between the Colonist and the

Emigrant, and although late, it is not too late, to call upon the press for their aid, and upon the authorities for their interference to mitigate these evils by every means in their power.

In the first place I would call your attention particularly to the injudicious selection made by the Emigrant Agent, for his office in Sault-au-Marelot street, where crowds of these emigrants, both sick and well, may be seen, sitting, lying and standing, almost to the blocking up of the street, (on the wharves the same, day and night), with their filthy baggage as tumbled out of the ships; also the sheds that have been lately erected upon the India Wharf ought to be removed; there cannot be a doubt but a more eligible situation might have been found, to lessen the risk of contagion.—Private convenience, Sir, is not to be considered, but the public good, and that only.

There is another serious evil to which I would call your attention, and this is, as to the too readily relieving vessels from Grosse-Isle, before they are properly cleaned and purified; daily, indeed I might say, almost hourly instances of fever have occurred (which the Marine Hospital can testify) after their arrival up here, with only a few hours interval from Grosse-Isle.—These matters are so serious to the inhabitants of this city, that it becomes the duty of the press and the people to speak out boldly upon the occasion. Perhaps, Sir, you are not aware that when a vessel arrives in any port of England with a contagious disease on board, she is immediately sent to Standgate Creek for forty days Quarantine; the Cargo, Passengers and Crew, are landed at the Lazar-house, and the whole fumigated and purified and not allowed to go from thence until every precaution is taken.—I would ask, why are we to be inundated with disease and death, and not seek every remedy that is within our reach?

As an ultimate remedy, Mr. Editor, is in the hands of the Government, I trust the people through the press will urge the necessity of its application.

The simple means that I would advocate is, keep all vessels that arrive at Grosse-Isle with contagious disease on board until they are thoroughly cleaned and purified, and let this be known throughout the United Kingdom without delay, and but few masters and owners of ships will be foolhardy enough to crowd their vessels with sick pauper emigrants as they have done and are doing, and why not a lot of some similar means to that which is done in the United States, insist upon the master entering into a bond that his passengers shall not become chargeable to the Province for six months after they arrive.

I have the honor to be, Sir,
Your obedient humble serv't,
LOWER TOWN.

P. S.—Since writing the above I find that deaths occur, every few hours, at the sheds on the India Wharf, and fever on board the ships along side that wharf—and one more question I would ask of you, and that is: is there a country in the known world where sickness and death would be permitted to enter in the way it has been here? No, Sir, ships with contagious disease like this, would have been sent back from whence they came.

Office of H. M. Chief Agent for the Superintendence of Emigration in Canada.

Quebec, 17th July, 1847.

Number of Emigrants arrived at the Ports of Quebec and Montreal, during the week ending this date:—

	Stearge.
From England.....	1530
From Ireland.....	2170
From Germany.....	168
From Lower Ports.....	10
Total.....	4478
Previously reported.....	47736
Total.....	52214
To same period last year.....	23033
Increase.....	29181

A. C. BUCHANAN,
Chief Emigrant Agent.

PORT OF QUEBEC.

ARRIVED.

July 17th

Brig Pallas, Verris, 20th May, Bremen, H J Noad & Co, ballast, 153 pas.

Ship Manchester, Brown, 5th June, Liverpool, T Curry & Co, do. 512 pas.

18th.

Ship Golah, Slater, 21st May, Liverpool, Thos. Froste, ballast, 592 pas.

Sherbrooke, Viggers, 19th June, Liverpool, Pembertons, do.

Brig Charles Richards, Hugas, 27th May, Sligo, order, do.

Robert Fletchers, 25th June, St. John, Nfld., A Gilmore & Co, do.

Bark John Jordine, Samson, 3rd June, Liverpool, W J C Benson, do.

Rosanna, Wilkinson, 1st do. Cork, A Burns, 254 pas.

Thistle, Turner, 1st do. Liverpool, T C Lee, do. 319 pas.

Schr. Hubert Paré, Painchaud, 12 days, Magdalen Islands, order, fish & oil.

Thistle, Painchaud, 6th July, St. George's Bay, order, fish, 2 pas.

Bark Neirad, Escoff, 1st July, New York, C E Levey & Co, ballast.

Brig Henderson, Twentyman, 23d June, Newfoundland, order, do.

Schr. Zebulon, McKay, 5th July, Charlotte-town, order, do. 50 pas.

ENTERED FOR LOADING

Name. Tonnage. For By Whom. Where

July 16th.

New Zealand, 129, Liverpool, Pembertons, Silery James Moran, 600, Greenock, Burstalls, Cape Cove Tom, 165, Drogheda, Symes & Co, Spencer do Vestal, 300, Llanelly, Agnes, 280, Pwllheli, Sharples & Co, Silery

17th.

Junior, 677, Bristol, do.

Empire, 759, London, T Wilson, Cape Cove

Durham, 358, do Levey & Co, do

Tadousac, 75, Newfld., do Noad & Co, Noad's Wharf

Thomas, 25, Labrador, Hunt & Co, Morrison's Wharf

Amman, 424, London, Pembertons, Silery Cove

Elmer, 404, Waterford, Curry & Co, Bials' Cove

Royal Adelaide, 453, Newry, LeMesurier & Co, Cape

Clansman, 348, Glasgow, Burstalls, Tweddell's Wharf

Elizabeth, 711, Liverpool, Gillespie & Co, Anderson's (Wharf

Perseverance, 359, Stockton, Burstalls,

Sobraon, 1250, Belfast, Pirrie & Co, India Wharf

Ranger, 94, Liverpool, do

CLEARED.

July 16th.

Ship Aberdeen, McGrath, Livepool, T Froste

Isabella, Codner, Darmouth, Gilmore & Co

Margaret, Black, Liverpool, W Henry

Bark Christiana, Kenyon, Liverpool, Ross & Co

Olando, Cockerill, Hull, Levey & Co

Alcyone, Strick, Livepool, Welch & Davies

Andromeda, Penneth, Dundee, Symes & Co

Brig St. George, Pool, Maryport, do

Elizabeth & Mary, Jackson, Swansons, LeMesurier & Co

17th.

Bark Peruvian, Boyd, Glasgow, A Burns

Brig Monkwearmouth, Nellis, Hull, Burstalls

Mayflower, White, Yarmouth, Gilmore & Co

Eleanor, Quirk, Aberystwith, do

Ship China, Attidge, Liverpool, do

Brig Mary Tiffin, Harrison, Newcastle, Symes & Co

Bark Columbia, Sim, Greenock, W J C Benson

John Bell, Carroll, New Ross, Levey & Co

Corinthian, Craggs, Grimsby, do

Ship Lady Milton, Hays, Livepool, do

Brig Arve, Storey, Hull, do

Rati, Mowatt, Newcastle, LeMesurier & Co

Schr. Ebenezzer, Bailache, Havre Grace, Newfoundland, H J Noad & Co

19th.

Brig Sophie, Addicks, London, J. Gibb.

Bark Yorkshire, Lynas, Stockton, C. E. Levey & Co.

Lord Sandon, Feneran, Cork, Le Mesurier & Co.

Brig Elizabeth and Catherine, Rankin, Sunderland, W. Dawson.

Boote, Nelson, the Mumbles, Le Mesurier & Co.

Bark Albion, Henderson, London, W. Price.

Margaret, Pollock, Pye, Liverpool, Le Mesurier & Co.

Schooner Caroline, Denis, St. George Bay, H. J. Noad.

MARITIME EXTRACTS.

H. M. Brig Daring, commanded by a son of Sir Robert Peel, arrived at St. John, (N. B.) from Halifax, on the 2nd inst.

The ship Defence, of and bound to Liverpool, from New York,—out 14 days, was spoken, 22d June, in lat 45, 37, N., long. 40, 44, W., by the bark Thistle, at this port.

Accounts from Grosse Isle, of last evening, state that the Capt. of the Erin's Queen, who had abandoned his vessel—having got the better of his fears—had returned to her again.

IN THE COURT OF BANKRUPTCY.

Province of Canada,
District of Quebec.

The 17th day of July, 1847.

In the matter of William Atkinson and others, Bankrupts.

IT is ordered on motion on behalf of the Petitioning Creditor, that the second general meeting of the Creditors of the Bankrupts, for the proof of debts and the examination of the Bankrupts, be held in this Court, at the Court House in this City, on FRIDAY, the SIXTH day of AUGUST next, at the hour of ELEVEN in the forenoon.

By order of the Judge, JOHN B. PARKIN, C. C. B.

LITERARY AND HISTORICAL SOCIETY.

THE Council of the above Society, desirous that a general acquaintance with the Portrait of JACQUES CARTIER, the Discoverer of Canada, and Founder of Quebec, just imported from his native City in France, St. Malo, should be formed, have, with permission, placed it for Exhibition in the Reading Room of the QUEBEC LIBRARY ASSOCIATION.

By order, CHAS. ROGER, Asst. Secy., Quebec, 19th July, 1847. 1 Lit. & Hist. Socy.

QUEBEC SEMINARY.

THE GENTLEMEN OF THE SEMINARY are confident the Clergy and Citizens of Quebec will duly appreciate the omission this year of their usual philosophical and literary Exercises. These exercises will be limited to a simple examination of the classes, on MONDAY the 26th, TUESDAY the 27th, and WEDNESDAY the 28th instant, followed by the public distribution of prizes on the last mentioned day at 3 o'clock, p. m. No particular invitations will be made, but parents and friends of students who are desirous of attending will find admission cards at the Seminary parlour. The annual vacation will commence on THURSDAY the 29th at 8 o'clock a. m., after a thanksgiving Service at the Seminary Chapel. The pupils are to return on THURSDAY the 14th SEPTEMBER.

Quebec, 19th July, 1847. 3

A CARD.

MR. LAW, Surgeon Dentist, begs leave to inform those who purpose having operations performed by him, that he will leave Quebec, (for Scotland,) about the 20th of August.

Quebec, 19th July, 1847. 4

FOR CHARTER.

THE first Class British built Coppered Barque "ROSEANNA," 366 tons per Register, a desirable conveyance for Grain, Ashes and Flour. Apply to ADAM BURNS.

19th July, 1847. 2

THE Steamer ST. GEORGE, will leave Quebec for Rivière du Loup, on WEDNESDAY MORNING next, at SEVEN o'clock precisely.

19th July, 1847. WM. STEVENSON.

FOR SALE BY THE SUBSCRIBER:

CORDAGE, various sizes, from 6 Inch to 6 thread Ratline, Warps, various sizes, Spunray, Marine and Houseline.

100 Tins of Black Paint, 56 lbs. ea.

300 " Green and White, 28 lbs. 14 lbs.

Pitch, Rosin, Wine & Beer Corks and Corkwood, Epsom Salts, Alum, Ships' Blocks, &c.

1 Hhd. Sherry Wine, 30 Boxes Twankay Tea, A Patent Windlass, complete, suitable for a Ship

500 tons, Isack & Co.

Chain, Toppail Sheets and Ties, &c.

Kedge and Stram Anchors, various sizes.

—AND DAILY EXPECTED by Joseph Anderson,—

30 Barrels Stockholm Tar,

80 Chaldrons Smith's Coals,

50 do. Founders' Coke,

30,000 English Fire Bricks,

160 Kegs Black Paint, 28 lbs. 160 Kegs White do. 28 lbs.

5 Casks of Glue,

100 Crates Bottles, consisting of Wine and Beer, 30 " Pints do.

4 Cases English Ship Blocks,

4 Chain Cables, 1g, 1g, 1g and 1 Inch,

8 Anchor do., suitable with Stream and Kedge Anchors; and an assortment of Small Chains

—AND TO ARRIVE by Leander,—

550 Tons of Liverpool Salt,

60 " Wigan Coals.

Apply to M. I. WILSON, Dalhousie Street.

Quebec, 19th July, 1847.

ST. LAWRENCE FOUNDRY, QUEBEC.

BETTLEY'S PATENT WINDLASS PURCHASE.

THE SUBSCRIBERS beg to inform Ship Builders, Ship Owners, Masters of Vessels and the Public, that having purchased from Mr. JOSEPH BETTLEY, of Liverpool, "Patentee," the sole right and privilege to make and manufacture his PATENT PURCHASE in Canada, the said Licence bearing date 19th February, 1846—take this opportunity of returning their sincere thanks for the liberal encouragement they have received hitherto, and that they are prepared at all times to make and complete the said Patent Purchase of any size or dimension at the shortest notice. They beg therefore to caution all persons against making, manufacturing, or in any way infringing upon their said rights and privilege.

ALL ORDERS for SHIP CASTINGS, MILL CASTINGS, or any other Castings in IRON or BRASS, duly executed; and at reasonable prices.

Old METAL, COPPER, BRASS or LEAD, bought, or taken in exchange.

McQUILKIN & HENRY. Quebec, 19th July, 1847. 3—o—w

SALES BY AUCTION.

UNDERWRITERS' SALE.

ON TUESDAY MORNING, the 20th inst., at ELEVEN o'clock, A. M., will be sold on BUREAU'S WHARF, Saint Paul Street:—

For account of those interested:—

THREE Bower Anchors about 17 Cwt. each, 2 Chain Cables 1g inch, 110 fathoms each, Stream Chain and Kedge Anchor, Warps, Hawesers, Patent Windlass complete, Standing and Running Rigging, a great quantity of Sails, several nearly new; Blocks, Toppail Sheets and Chains, Iron Knees and Bolts, and a variety of other articles, W. B. MEYER, A. & B. Quebec, 16th July, 1847.

SALE OF SURPLUS STORES.

Will be Sold, on TUESDAY MORNING, the 20th instant, at Messrs. HUNT & Co.'s BONDED STORE, at ELEVEN o'clock:—

260 BAGS BREAD,

3 Bags Rice,

2 Medicine Chests,

4 Cooking Grates,

15 Barrels Flour,

THOS. HAMILTON, A. & B. Quebec, 19th July, 1847.

BY A. J. MAXHAM.

ON TUESDAY next, the 20th inst., at the Stores of Messrs. McKAY & CASSELS, Napoleon Wharf, at TWO o'clock precisely:—

FIFTEEN Hhds. Muscovado Sugar,

90 Bbls. White do.

20 Bags Coffee,

5 Hhds. do.

5 Qr. Casks, } Sherry,

10 Octaves, } do.

20 Cases,

5 Qr. Casks Superior Port Wine,

15 Cases Geneva,

20 Boxes Twankay,

20 do. Souchong,

50 do. Tobacco,

20 Kegs Mustard.

Quebec, 16th July, 1847.

Will be Sold, at the Subscribers' Stores, on WEDNESDAY next, 21st instant, at TWO o'clock:—

67 BAGS BISCUIT, ex "Clansman," 36 Brls. do. ex "Woodbine," DUPONT & CO., A. & B. 19th July, 1847.

Will be Sold, on WEDNESDAY next, 21st instant, at the Store of Messrs. RYAN, BROTHERS & CHAPMAN, at TWO o'clock, to close Consignments:—

THIRTY Dozens Claret, St. Emilion, 1 dozen Cases,

3 Dozens Claret, Leoville,

2 do. do. Brand Canteau,

9 do. do. Chateau Lafite,

10 do. Champagne, Sparkling,

12 do. Brass' Pale Ale, 3 doz. Packages.

—ALSO,—

10 Qr. Casks Oporto Wine Co.'s Part Wine, &c.

5 Octaves Byass' Sherry.

DUPONT & CO., A. & B. Quebec, 19th July, 1847.

Will be Sold, at the Subscribers' Stores, on WEDNESDAY next, the 21st instant, at TWO o'clock:—

TWENTY Hhds. } Bright Muscovado Sugar,

50 Brls. } do.

20 Barrels Bright Bastard Sugar,

40 Casks Whiskey,

10 Hhds. Cognac Brandy,

100 Barrels Vinegar,

20 Casks Olive Oil,

10 Cases Glassware,

20 M Cigars,

50 Dozens Suckles,

500 Boxes Window Glass, assorted,

10 Casks Lined Oil,

10 Kegs Putty,

200 Kegs Paints,

20 Jars Copal Varnish.

—ALSO,—

100 Boxes Tin,

40 do. Canada Plates, slightly damaged,

5 Kegs Shot,

DUPONT & CO., A. & B. 19th July, 1847.

BY DUPONT & CO.

THERE will be Sold, by Public Auction, on FRIDAY, the 23rd instant, (if not previously disposed of by private sale), the very handsome,—well fastened,—and very fast sailing Barque "JOHN GEDDIE," 355 Tons old, and 331 Tons new measurement, per Register;—only three months off the Stocks;—with her Sails, Spars, Anchors, Chains, Standing and Running Rigging, and all other Materials—as she now lies, at the Napoleon Wharf, Colli-du-Sac—were intending purchasers may examine her fully—being left dry at half ebb. The "JOHN GEDDIE" is particularly well adapted for a Montreal Trader, and is quite a slightly vessel. Applications to purchase, by private bargain, may be made to D. FRASER, INDIA WHARF.

Sale on board, or alongside, at said NAPOLEON WHARF, at ELEVEN O'CLOCK, A. M.

DUPONT & CO., A. & B. Quebec, 16th July, 1847.

FOUND

ON the afternoon of the 4th instant, a ROSARY, mounted in Silver—the owner may have the same on proving property and paying cost of advertising—Apply at Mrs. R. JEFFERY'S, St. Angèle Street, Upper Town.

19th July, 1847. 1

LOST, on Tuesday last, near the residence of CHAS. PANET, Esq., a TEN DOLLAR BILL, belonging to a poor Widow. Whoever may have found it is requested to leave it at the Office of the *Canadian*.

Quebec, July 16th, 1847.

CELLARS TO LET.

TO LET, 1, 2 or 3 CELLARS, well adapted for PROVISIONS, WINES, or other Goods requiring Cool and dry Storage. Apply to ROBERT SHAW. Lower Town, 16th July, 1847. 3

CALEDONIA SPRINGS RACES. 1847.

THE regular ANNUAL MEETING over this Course will commence on TUESDAY, the 3rd of AUGUST, when the following PURSES and CUPS will be run for, viz:—

The CALEDONIA CUP, £100, Entrance £10; open to all Horses. Two-mile Heat.

The OTTAWA PURSE, £50, Entrance £5; open to all Horses. Mile Heat.

A SWEEPSTAKES, \$200 each, 75s forfeit—closed with five Subscribers, July 25th, 1846—to be run for on the Second Day of the Meeting. Three-mile Heat.

A SWEEPSTAKES for Three-year-olds, £25 each, £10 forfeit, closed with seven Subscribers, December 31 1846.

The DISTRICT PURSE, £—, Entrance £—, for Horses now owned in the Ottawa District, Catch Weights. Mile Heat.

A HEURLE RACE, £15 added to a Sweepstakes of £5 each. Two Miles, over eight Hurdles, four feet high each. Open to all Horses. All Horses to carry 11 stone.

Mares and Geldings allowed 8lbs.

Subject to the "Rules and Regulations of the Caledonia Springs Race Course."

J. L. WILKINSON, PROPRIETOR, Caledonia Springs, July 5.

