

**JOHN W. BROWN**

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active Council, and to confer on the people the right of electing its own members, and at all times to be in a harmonious conjunction with the House of Assembly.

It was with Mr. Morton's conclusions that the Assembly concurred. We are here in Canada that the responsible and a harmonious co-operation with the House of Assembly, and the Legislative Council, by the introduction of new members at one batch, to carry their share of the responsibility. It is not to be denied that the responsible government by no means desirable that the Legislature should be "at all times" in "harmony" with the House of Assembly, and by the warring process the responsibilities may keep it, and we therefore wish that it should be elected by the independent branch of the Ministry of the Government of Quebec.

**Quebec Mercury.**

A fire occurred in St. Lewis suburbs, on evening, whereby an out-house belonging to Mr. Belland, Culver, and a stable occupied by Mr. Grady, and a stable occupied by Mr. Grady, were quickly destroyed. It is informed that the building was constructed of wood.—16.

the appearance of the crows, and in consequence for some time past. A gentleman who has been to the woods to see the snow in that quarter upwards of six miles in the woods.—16.

There are some persons who have complained very of the line of the Vermont and Montreal, from Hughton to the Richelieu, and who have been told that the road will not go bravely on, and we are warranted to say that this Road can be built cheaper than any other of the same length in the Continent. It will not cost, as has been estimated that it will not cost, more than \$17,000 per mile, including Engines, Carriages, Buildings, &c.

The Burlington Free Press of the 18th inst., contains the following contributions to Mr. Gilbert, who has been appointed Engineer of the Vermont and Montreal, whose services have also been secured by the Vermont and Railway Company, between Burlington and Bennington, and the Troy and Bennington, and the Troy and Albany.

We understand that Mr. Gilbert has tendered his resignation to the Rutland Board, and that he has been accepted of by the Rutland Board, and that he will keep an eye on his old favorite, as citizens.

at their having at the head of their entire Engineering whose work and estimates are so valuable to the public service. The Railroad as it is decisive of the successful management of Mr. Gilbert that the Rutland Road will pay him \$100,000 per cent of his original estimate. May we ask a thousand years? "—St. Johns News.

**UPPER CANADA.**

We are informed that our Lumbermen, generally speaking, are well satisfied in their work, and they are fully prepared to meet the winter.

We also learn that the majority of the manufacturers of this winter is or a superior quality of goods than those of last year. It is a notorious fact, that nothing but a first-rate material can be sold at a remunerating price. There are some who would sell at a low price, but without doubt there are by persons not regularly engaged in the trade, which will have a tendency to depress the legitimate business of the lumbermen. Our injurious traffic is not so prevalent this season.—*Pictorial Argue*.

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hail, as a Boarding House. Mr. Harwood himself, Mr. Clifford, Shoemaker. They were all there, and the fire was not so much a fire, like two previous ones, is supposed to have been the work of an incendiary. It began at the main entrance, and the alert, intrepid firemen, who were on the alert, and endeavor to discover the fire-brander, and the *London Gazette*.

**UNITED STATES.**

*Arrival between New-York and Albany.*—A large arrangement is now in operation, which facilitates greatly the travel between these two cities. A snow can leave the Hudson River Railroad, at New-York, at any hour, and the railroads, in a day, and proceed by the railroads to the Lake, where they are transferred to the steamships, and thence to Albany. The first of these trains start at seven o'clock in the morning, and arrive at a quarter to 10 A. M., where it connects with the steambot Joseph Bekins, and the second train starts at 10 o'clock, and arrives at the other lakes Chambers-street at half-past 11 in the afternoon, connects with steamer

arrangements are for the South American steamer, *Albatross*, at seven A. M., arrive at the pier at half-past seven, and leave at half-past two, P. M. The Joseph Belk, on the afternoon life-leaves at four, arrives at the pier at half-past seven, and terminates at Chambers-street at half-past ten.—We think no arrangement could be made more convenient for the passengers on the river, and we should think that the *Albatross* would be desired to keep both the morning and afternoon appointments, and revived—the relative merits of railroads and boats—and the effect of regularity is the soundest and the most applicable to the time, and we unhesitatingly pronounce the system of communications a day to Albany an improvement on the present mode of travelling community—more support from the passengers on board the steamboat can now be obtained than on the cars, and the passengers to proceed to the cars require no hotel. But those who prefer sleeping on the cars, and who wish to make the passage on the known and commodious *Albatross*, will be able to leave from the foot of Courtland-

