Montreal Herald AND DAILY COMMERCIAL GAZETTE.

VOLUME LIV. MONTREAL, FRIDAY MORNING, MAY 16, 1862. NUMBER 117

BUSINESS NOTICES.

BOGLE'S AMERICAN ELECTRIC HAIR DYE

Is as superior to all others as the Meridian Sun to a Candle. All imitate Bogle even to his style of advertisements, which for years have been headed

The Best Hair Dye in the World.

Now others without brains steal and copy this. Their Dyes are as miserable as their invention is contemptible. Avoid them all! Bogle's has been awarded Medals and Diplomas over them all, and to their confusion pronounced "The only Hair Dye fit to be used." No rainbow tints a la "Tittlebat Titmouse." No smut! no skin staining! no humbug, but reliable, safe and sure.

The distinctive advantages of this over all other Hair Dyes, are,—1st. It is entirely free from all ingredients which can injure the Hair. 2nd. It does not stain the skin. 3rd. It is easier of application, as the Hair can be dyed by it in any weather, whether cloudy, rain, or sunshine. 4th. It acts like magic and is instantaneous in its effect, as the Hair can be washed with Soap and Water almost immediately after application, when it assumes a beautiful silky lustre, and has the most natural and life-like appearance. 5th. It is the most permanent and natural Hair Dye ever invented, and neither washing, nor the effects of the Sun or weather destroys its color.

Proprietor, W. BOGLE, Boston, U.S., and for sale by all respectable Chemists and Perfumers throughout the World.

April 26. 101

BOGLE'S BALM OF CYTHERIA FOR PESERVING AND BEAUTIFYING THE COMPLEXION.

And rendering it fair, delicate and transparent.

THIS delightful Balsamic Preparation is highly efficacious in protecting the Skin from the effects of a hot Sun, as well as from being chapped and harsh by the piercing blasts of Spring or Winter, and at the sea shore or country retreat it is invaluable.

So bright the tear in beauty's eye,
So sweet the blush of bashfulness;
Love half regrets to kiss it dry,
Even pity scarce can wish it less.

In fact the patrons of "Bogle's Balm of Cytheria," "Bogle's Hyperion Fluid," and "Bogle's Electric Hair Dye," may be considered as encased in the armour of good health, good temper, and good looks. It is delightful for Children, and Gentlemen find it peculiarly soothing after shaving.

Proprietor, W. BOGLE, Boston, U.S., and sold everywhere.

April 26. 101

HOLLOWAY'S PILLS.—LET REASON GUIDE YOU—DYSPEPSIA, COSTIVENESS.—There is no grief but can be assuaged; no pain insusceptible of alleviation, or disease without a remedy. Are you dyspeptic? look for the cause in a disordered stomach or derangement of the liver. Are you costive or bound in the bowels? here again the stomach or viscera are at fault. Holloway's Pills will eradicate the source. They have never yet failed in one single instance out of millions of cases. We urge all who are suffering from dyspepsia, costiveness, bowel complaints, &c., to use them at once, as they will effectually cure. The proof lies in the trial. Procure a box and be convinced of their immediate effect. Read the advertisement elsewhere.—170 r DWS 113

DYSPEPSIA.—This is a very distressing complaint and gives the patient more suffering than almost any other disease, in fact, it is a combination of many complaints in one. The symptoms are numerous, and are of the nature of almost all other complaints combined. From this fact arise the very many cases where this disease is mistaken for some other, and so imperfectly treated. The first symptoms—indigestion, flatulency, loss of appetite, heartburn, headache, etc., if neglected, almost always awaken some dormant disease, and send the poor sufferer to a premature grave. What you must first do is cleanse the blood and regulate the bowels; do this with the Mountain Herb Pills, and you can bid defiance to dyspepsia.

Judson's Mountain Herb Pills are sold by all Medicine Dealers.

May 5. 1m 107

BROWN'S BRONCHIAL TROCHES

A Slight Cold, Cough, Hoarseness, or Sore Throat, which might be checked with a simple remedy, if neglected, often terminates seriously. Few are aware of the importance of stopping a Cough or Slight Cold in its first stage; that which in the beginning would yield to a mild remedy, if not attended to, soon attacks the lungs.

Brown's Bronchial Troches were first introduced eleven years ago. It has been proved that they are the best article before the public for Coughs, Colds, Bronchitis, Asthma, Catarrh, the Hacking Cough in Consumption, and numerous affections of the Throat, giving immediate relief.

Public Speakers and Singers, *will find them effectual for clearing and strengthening the voice.*

Sold by all Druggists and Dealers in Medicine, at 25 cents per box.

March 5. 3m DSW 55

The Confessions and Experience of an Invalid.

PUBLISHED for the benefit and as a warning and a caution to Young Men who suffer from Nervous Debility, Premature Decay, &c.; supplying at the same time the means of Self-Cure. By one who has cured himself after being put to great expense through medical imposition and quackery. By pre-paying postage single copies may be had of the author, NATHANIEL MAYFAIR, Esq., Bedford, Kings Co., N.Y.

March 14. DW 1y 63

STEPHENSON HOUSE AND ST. CATHARINES SALINE BATHS.

In Rheumatism, Gout, Neuralgia, Diseases of Women, Indigestion, Scrofula,

And OBSTINATE SYPHILITIC AFFECTIONS of BONES and SKIN, and the many and

WONDERFUL CURES

Effected by these Waters, have made them

FAMOUS THROUGHOUT AMERICA,

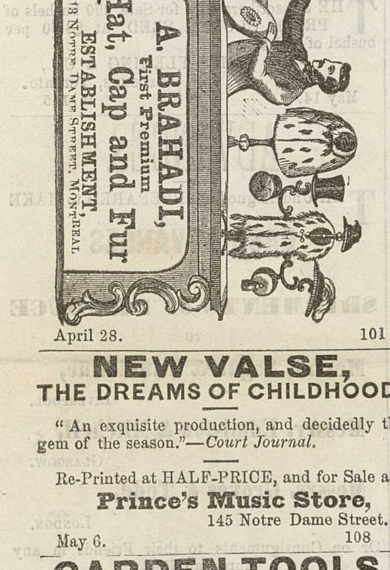
☞REFERENCE is permitted to the following distinguished Visitors, as to the efficacy of the ST. CATHARINES WATERS in Disease:—The Right Revd. Archbishop Hughes, Gen. J. Watson Webb, Alvah Hunt, Esq., Edwin Forrest, Esq., F. DePeyster, Esq., C. Stetson, Esq., D. Howard, Esq., Messrs. P. V. King and Lekoy, of New York City, H. W. Sergeant, Esq., of Fishkill, Messrs Jas. Lawrence, P. Grant, and P. C. Brooks, of Boston, Bishop Upfold, of Indiana, C. C. Trowbridge, Esq., Detroit, Prof. Jas. P. White, Buffalo, &c. The majority of the leading Physicians in the large cities are also well acquainted with the properties of the Waters, and the following gentlemen in Canada:—Chancellor Blake, J. B. Robinson, Esq., Toronto, John Galt, Esq., M. Vankoughnet, Esq., Judge McCord, Montreal.

☞ST. CATHARINES is eleven miles west of the Supension Bridge. Niagara Falls trains connecting with all Express trains on New York Central Railway will convey passengers direct to the Springs, per Great Western Railroad.

For sale by all the principal Druggists in Montreal.

P. S.—Wholesale orders, addressed J. BRIGGS, Montreal, promptly attended to.

Montreal, April 3, 1862. 1y 83



April 28. 101

NEW VALSE, THE DREAMS OF CHILDHOOD.

"An exquisite production, and decidedly the gem of the season."—*Court Journal.*

Re-Printed at HALF-PRICE, and for Sale at **Prince's Music Store,** 145 Notre Dame Street.

May 6. 108

GARDEN TOOLS.

ORNAMENTAL VASES and GARDEN IMPLEMENTS, now receiving and for Sale by GEO. HAGAR, 302 St. Paul Street.

May 10. 112

Van Anden's Patent PORTABLE COPYING PRESS. HANNAH & CO. Sole Proprietors, 29 Cliff St., New York.

Two Sizes ...... $1.00 and $1.25.

☞On receipt or price a Press will be mailed to any address, post-paid. Descriptive Circulars sent if requested. Stationers and Agents supplied on liberal terms.

☞Extraordinary inducements offered to intelligent Agents.

April 30 3m DW 103

THE Undersigned offer for Sale a large number of the choicest BUILDING LOTS in the City of Montreal, at prices and on terms un usually favorable.

BUCHANAN, CRAWFORD & CO., *Real Estate Agents,* No. 18 Great St. James Street.

April 1. 79

COOKING STOVES AND RANGES — For Wood or Coal; an assortment of the most approved patterns, with Water Backs, Reservoirs, Warming Closets, Roasters, &c., now receiving at the Old Stand—302 St. Paul Street.

109 GEO. HAGAR.

REFRIGERATORS—Windship's Patent Ventilating and the Polar Refrigerators, made by the Patentees, and warranted superior. Also, Chest Refrigerators at low prices.

For sale by GEO. HAGAR, 302 St. Paul Street.

May 7 109

Corporation of Montreal.

ROAD DEPARTMENT,

TO CONTRACTORS.

SEALED TENDERS, addressed to the Undersigned, and endorsed "Tender for Cleaning" will be received at the OFFICE of the CITY CLERK, until

Noon on Friday, the 16th instant,

FOR THE

Cleaning of the Streets in the City,

According to the SPECIFICATION and SCHEDULE on view in the Office of the City Surveyor.

Tenders must be made on a Form to be obtained in this Office. The *bona-fide* signatures of two responsible persons, willing to become security for the due fulfilment of the Contract, must be attached to the Tender.

The lowest or any Tender will not necessarily be accepted.

(By Order).

P. MACQUISTEN, City Surveyor.

CITY SURVEYOR'S OFFICE, City Hall, Montreal, May 10, 1862. 112

CORPORATION OF MONTREAL.

To Proprietors, Tenants, &c.

PUBLIC ATTENTION is hereby specially directed to the subjoined extracts from the By-laws of the Corporation of this City, relating to NUISANCES; and the public are hereby notified, that orders have been issued for the rigid enforcement of the Laws printed below, and generally, of all By-laws affecting the public health and cleanliness:—

YARDS.—1. The *occupants* are required to keep them clean and free from filth and all offensive substances, and to collect all the house dirt or offal in one place, till the accumulation equals a load, *when it must be removed*—except stable dung, which may accumulate till it becomes offensive. 2. Whenever any stagnant water, *or any other matter or thing,* may render any lot or premises offensive, the occupier (if any) shall cause the same to be thoroughly cleansed within 24 hours' notice; if the lot be a vacant one, the proprietor shall cause it to be cleaned.

DRAINS.—Every lot or premises abutting on any Square, Street, or Highway, in which there shall be a common sewer, or other facilities for drainage, shall be furnished with a sufficient drain, under ground, to carry off the waste water.

DIRTY WATER.—Occupants not allowed to throw any into the Street or permitted to discharge, or allow any to be discharged, from their premises, into any Street by any channel or gutter, or in any other way whatsoever, that may cause public inconvenience and annoyance.

TRANSPORT OF RUBBISH, &c., THROUGH THE STREETS.—No person shall transport rubbish, dung, filth sweepings, mortar, &c., through the Streets in any but well closed vehicles, so that no portion of what is being carted may drop in the Street.

PRIVIES.—1. Every occupied lot must be furnished with a privy or privies, with sufficient vaults sunk in the ground. 2. Whenever any privy shall become offensive, or the contents reach within twelve inches of the surface of the earth, it must be thoroughly emptied and cleaned; and the By-laws hold both proprietors and occupiers liable for the last duty.

The Penalties attached to the neglect, disregard, or violation of any of the preceding requirements, are a fine not exceeding £5, and an imprisonment not exceeding 30 days, for each and every offence.

By Order.

GUIL. LAMOTHE, Chief of Police.

POLICE OFFICE, Montreal, May 12, 1862. n mwf 115

CITY BANK.

NOTICE IS HEREBY GIVEN, that a DIVIDEND of THREE AND-ONE-HALF PER CENT., upon the CAPITAL STOCK of this Institution, has been THIS DAY declared for the CURRENT HALF-YEAR, and that the same will be PAYABLE, at its BANKING HOUSE in this CITY, on and after MONDAY, the SECOND DAY of JUNE next.

The TRANSFER BOOKS will be CLOSED between the 17th day of May and the 2nd day of June.

The ANNUAL GENERAL MEETING of the STOCKHOLDERS will be held at the BANK, on MONDAY, the SECOND DAY of JUNE next, for the Election of Directors, when a Statement of the Affairs of the Institution will be submitted.

The CHAIR to be taken at NOON.

(By Order of the Board).

F. MACCULLOCH, Cashier.

CITY BANK, Montreal, April 28, 1862. dc tf 102

NOTICE.

THE Subscriber having made arrangements with a first-class English house for the Sale of their

Twines, Cord, Shoe Threads, Linen Threads, &c., &c.,

Has now on hand a complete assortment of Samples, at prices comparing favorably with other Manufacturers.

—ALSO,—

AMERICAN TWINES, including Tow and Flax Sail, Shop and Drug Twines, &c.

Office, 26 St. Nicholas Street,

WM. NIVIN.

May 3. 106

H. PEACOCK & CO., Practical Watchmakers and Jewellers,

NO. 144 NOTRE DAME STREET, (Next Door to A. McGibbon, Esquire, Grocer), MONTREAL.

WATCHES Made and Repaired, Jewellery made and repaired, Diamonds and Precious Stones mounted to order, Spectacles to suit all sights, good supply of Watch Glasses on hand.

☞All Work in their line done at the Lowest Prices.

The highest price paid for Old Gold Watches, Diamonds, Silver Plate and Plated Ware.

H. PEACOCK. R. ELLIOTT.

April 29. 1m 102

A. BRUNET, ADVOCATE,

No. 28 LITTLE SAINT JAMES STREET, MONTREAL.

April 11. 3m tf 87

LIBERAL PRICES paid for RARE AMERICAN COINS, MEDALS, &c., Washington and Old Colonial Pieces, Old Dimes and Half Dimes, rare dates of Cents and Half Cents, or any uncirculated Cents prior to 1850.

For Coin Manual, giving all particulars regarding Rare Coins, Prices, &c., send one Dime and Postage, address W. ELLIOT, Woodward, Roxbury, Mass.

May 5, du 107

Ode of the Poet Laureate fo[illegible]pe[illegible]ng of the Great International [illegible]ibition.

Uplift a thousand voices full and sweet,
In this wide hall with earth's inventions stored,
And praise th' invisible universal Lord,
Who lets once more in peace the nations meet,
Where Science, Art and Labour have outpour'd
Their myriad horns of plenty at our feet.

O, silent father of our kings to be,
Mourn'd in this golden hour of jubilee,
For this, for all, we weep our thanks to thee!

The world-compelling plan was thine,
And, lo! the long laborious miles
Of Palace; lo! the giant aisles,
Rich in model and design;
Harvest-tool and husbandry,
Loom and wheel and engin'ry,
Secrets of the sullen mine,
Steel and gold, and corn and wine,
Fabric rough, or fairy fine,
Sunny tokens of the Line,
Polar marvels, and a feast
Of wonder, out of West and East,
And shapes and hues of part divine!
All of beauty, all of use,
That one fair planet can produce,
Brought from under every star,
Blown from over every main,
And mixt, as life is mixt with pain,
The works of peace with works of war.
O ye, the wise who think, the wise who reign,
From growing commerce loose her latest chain
And let the fair white-winged peacemaker fly
To happy heavens under all the sky,
And mix the seasons and the golden hours,
Till each man find his own in all men's good,
And all men work in noble brotherhood,
Breaking their mailed fleets and armed towers,
And gathering all the fruits of peace, and crowned with all her flowers.

THE MONTREAL HERALD

FRIDAY MORNING, MAY 16, 1862.

PUBLIC APPOINTMENTS THIS DAY.

Performance in the Theatre Royal, this evening, at Eight o'clock.

Floral Festival, in Nordheimers' Hall, this evening, at Eight o'clock.

AUCTION SALES THIS DAY.

BY JOHN J. ARNTON.

Carpets, at his own Stores, at Ten o'clock.

BY BENNING & BARSALOU.

Law Books of late Jos. Papin, in Giraldi's Building, at Ten o'clock.

Steam Coals, alongside ship, at Pier No. 3, at Eleven o'clock.

Horses, Carriages, Robes, &c., &c., at Alloway's Royal Horse Bazaar, Cote Street, at Three o'clock.

BY SHAW & BROTHER.

Engravings, Books, &c., at Dubois' Store, at half-past Seven o'clock.

BY L. DEVANY.

Jewellery, Watches, &c., at his own Rooms, at half-past Seven o'clock.

BY JOHN O. BROWN & SON.

Dry Goods, Books, Jewellery, &c., at their own stores, Notre Dame Street, at Seven o'clock.

THE TEMPERATURE YESTERDAY.

State of the Thermometer (in the shade) at the door of Mr. McPherson, watchmaker and jeweller, corner of St. Francois Xavier and Notre Dame Streets:—

May 15—9 A.M. 63 above zero.
2 P.M. 78 above zero.
5 P.M. 76 above zero.

ARRIVALS AT HOTELS.

MAY 15.

Ottawa Hotel.

C J Brent, Quebec; J Ward, Ottawa; A St Denis, Pt Fortune; Mrs do, do; Miss do, do; Master do, do; O Jones, Buckingham; G B Wilson, Cornwall; H Fenny, St Albans; J C Clark, Milton; J H Kilby, Boston; C P Green, Ogdensburgh; A Crawford, Toronto; R Hopkins, Hamilton; W J Cooper, Brighton; J E Walsh, Ottawa; C C Wilder, Littleton; A R Davidson, Cincinnatti; Rev J McKay, Melbourne; C Crosby, Three Rivers; J McDougall; Rev J L Gray, Quebec; Mrs E T Bowles, New York; M A Moore, St Albans; W McMillan, Hamilton.

Montreal House.

W G F Downs, Niagara; Mr and Mrs Bacon, Toronto; J H Hugeman, Port Hope; J Fitzgerald, do; J Forsyth, Quebec; C McKenzie, Sarnia; R Reid, London; J McKay, Ogdensburgh; C Holt, Utica; Rev S S Wood, Ulverton, Dunham; R J Lonsdell, Lennoxville.

Canada Hotel.

Daniel Kerr, Perth; J W Hannegan, Kingston; G Lanaudière, L'Industry; Z Vaudry, Quebec; Dr Tache, do; L Pichette, Rivierre du Loup; G Yale, do; E Gausselin, New York; F Prefontaine, Durham; G Talbot, Quebec; J R Maillet, St Denis; B Millette, Watton; J Bureau, Three Rivers; E Allard, Beloeil; Rev Mr Bedard, St Remi; Rev Mr Desilets, Nicolet; A Bourgeois, St Jean; Rev Mr Durocher, St Ephrem d'Upton; P Lafarge, do; John McGuire, St Jean; H C Hamelin, Watton; V Sicotte, St Hyacinthe; Dr Forest, Watton; Dr Durocher, Terrebonne.

St. Lawrence Hall.

D Howell, Galt; P Wolt, jr, and lady, New York; N Gow, Toronto; J Cockburn, Cobourg; Capt Ford, R A; A G Irvine, do; Thos Robertson, Hamilton; S Hardinge, St Lambert; Mr Becher, London; M C Cameron, Toronto; Mr Taylor; Wm Buckingham, Iroquis; Mr Smart and son, Belleville; G V Siveright, R E, Quebec; A B Davies, R A, do; F W Allen, do; A Heron, Toronto; Wm Fraser and son, Port Hope; Mr Justice Stuart, Quebec; R Dalrymple Elphinstone, 66th Rifles; Rev J G Armstrong and lady, Hawkesbury; W A Osgood, St Johns.

PROVINCIAL PARLIAMENT.

LEGISLATIVE COUNCIL.

QUEBEC, May 15.

After our report closed yesterday, the debate on the second reading of the Bankruptcy Bill was continued till 6 o'clock, when the House adjourned.

To-day the House met at 3 o'clock.—Hon. Mr. Simpson moved an address to his Excellency, praying for returns showing the amount paid for Printing and Stationary, in 1860 and 1861, for the Customs, Crown Lands, Post Office, Receiver General, and Inspector General's Departments. Carried.—On motion of Hon. Mr. Campbell, the bill relating to the limitation of actions in Upper Canada was read a second time.—On motion of Hon. H. Smith, the bill relating to the protection of Lake Shore lands in the County of Wentworth was read a second time.—The further consideration of the Bankruptcy Bill was then postponed till Tuesday, and the House adjourned at a quarter to 4 o'clock.

LEGISLATIVE ASSEMBLY.

QUEBEC, May 15.

After the close of our report last night, the debate upon Colonel Haultain's motion respecting the dismissal of certain Postmasters in the County of Northumberland was prolonged to 6 o'clock, when, under rules, the subject stood over.—After recess, a message was received from the Legislative Council with a bill of their own, entitled an Act to incorporate the Orphans' Home and Widows' Friend Society of Kingston, to which the concurrence of this House was desired.—The bill relating to mortgages in Upper Canada was read a third time, amended on motion of Mr. Connor, and passed.—The following bills were then considered in committee, reported, and ordered for a third reading to-morrow:—To amend an Act respecting Lessors and Lessees; Bill legalizing and providing for the delivery of certain registers of marriages, baptisms, and burials; To amend chapter 20 of the Consolidated Statutes for Lower Canada, entitled an Act respecting registers of marriages, baptisms and burials.—The debate on Mr. Dorion's proposed motion for an address to his Excellency, praying that he may be pleased to amend the by-laws which regulate the cutting of timber on Crown Lands, was then resumed and continued till 11 o'clock, when, on motion of Mr. Desaulles, the resolutions proposed by Mr. Dorion, were referred to the Committee on Colonization.—Mr. Hooper moved that B. C. Davy of Napanee, H. Findle, J. D. Shaw, and D. Hooper, of Newburg, attend at the bar of the House on the 23rd instant, to give evidence in the matter of the motion directing the attendance at the bar on that day of the Returning Officer for the Counties of Lennox and Addington. The House then adjourned.

The Speaker took the Chair at 3 o'clock to-day.—Mr. Cartier announced the death of Wm. B. Lindsay, Clerk of the House of Assembly, which melancholy event occurred early this morning, and moved the following resolution:—"That this House, entertaining a just and high sense of the exemplary manner in which W. B. Lindsay, late Clerk of this House, uniformly discharged the duties of his office during his long attendance as such at the table of this House, being for a period of above 50 years, as a mark of respect to his memory, do now adjourn." Mr. Sicotte seconded the motion, which was unanimously adopted, and the House adjourned till to-morrow.

POLITICS AT QUEBEC.—It cannot fail to strike any observer of political events, whatever majority the present Ministry may be able to secure from those who desire to retain them in office *simpliciter* and those who desire to retain them till they shall be ready to succeed them, that the management of the House this session betokens great weakness of hand. The meeting was delayed long beyond the usual time; then there was a postponement of active business for the convenience of new ministerial arrangements. Again, there was a needless extension of the holidays. Here we are now closely approaching the month of June, and not one ministerial measure has been put into a fair way for being navigated through Parliament, while on the important point of the buildings at Ottawa, Ministers, instead of justifying themselves and refusing a committee of inquiry, have been forced into the apologetic tone, and by granting a committee have admitted the posssibility of their having done or allowed a wrong, which Parliament may find that it ought to set right. This is not the attitude of a strong and confident Government. Again their Militia Bill is based on a report recommending the calling out of 50,000 men. They cannot tell how many they will recommend the House to carry, but suggest in the place of 50,000, 30,000—a reduction of 20,000 from the report of the Commission—and it is rumored that they say in private that if the bill be nominally carried they will accept an actual levy of 10,000. When they ought to have gone on with it, Mr. Macdonald has a real or Parliamentary fit of sickness, or is on the spree, and no one else proceeds with the enactment. So with the Railway Bill—though no one supposes that such a measure was introduced without ministerial sanction and authority, its introduction is turned over to an opposition member. In Mr. Cassidy's case, too, on a motion of an insidious but not of a violent character, such as challenges opposition, the ministerial proposition was only carried by a majority of one. All this does not show much strength, if it does not tend to immediate defeat; and the fact is that the Ministry is not strong either in Parliamentary support or in outside public opinion.

TWO COURT MARTIALS IN ENGLAND.—The *Times* of April 29th contains the orders of the Admiralty and of the Queen, respectively, in relation to the findings of a Naval Court Martial upon the captain of the late Conqueror, and of a Military Court Martial on Capt. Robertson, of the 4th Dragoons The Conqueror was lost in the Channel of the Bahamas through some blundering in the reckoning and the management; and the Captain, in his evidence, stated that if it should be found that the master's reckoning was incorrect, he expected the Court to hold that the Captain was not to be held responsible, as he is not supposed to doubt the accuracy of the officer appointed for the specific purpose of navigation. The Court appears to have adopted the Captain's views, for they fully acquitted that officer, though they reprimanded the master. This singular result of such an inquiry is not approved by the Admiralty. They say that if the ship had been put about, according to the most simple precaution in her circumstances, one of the finest vessels in the navy would not have been lost. They wholly refuse to accept the doctrine that the Captain is not responsible for the safety of his ship, and, to prevent future misconception, alter the articles of war, so as to make the first read—"The Captain is responsible for the safe conducting and steering of his ship," and the doctrine is farther enforced by a parallel change in the second article. In the case of Captain Robertson, it was charged against him, among other things growing out of the same occurrence, and chiefly representing the state of ill-feeling which existed between his brother officers and himself, "that, after being grossly and publicly insulted by Colonel Dickson, in London, at the Army and Navy Club, on the 17th of October, 1860, and after not succeeding in his endeavour to obtain an apology or redress for the same, and to have the difference adjusted between them, he failed to take the proper lawful steps to vindicate his character."—Upon this charge the Captain was found guilty, and sentenced to be cashiered; but the Queen has refused to confirm the sentence of the Court, and has directed Captain Robertson to be released from arrest. The *Times* has a severe article upon both of these findings, especially upon the second, which it treats as an attempt to force an officer to fight a duel, which he is expressly forbidden to do. It adds, however, that, whatever the cause, Captain Robertson had been subjected to the meanest and most systematic tyranny from the Colonel, and browbeating from his brother officers, all of whom in the ranks below him would have, by his dismissal from the service, gained a step of promotion without purchase.

THEATRE ROYAL.—Last night's Amateur performance, was a decided success, the house was crowded and the audience were delighted with the entertainment. To-night Goldsmith's admirable comedy, *She Stoops to Conquer,* will be produced, to introduce after three years absence our old favorite Miss Alice Gray, who will sustain the part of Miss Hardcastle. Miss Gray on her former sojourn here was extremely well liked. She is young, pretty and talented, and will be doubtless warmly welcomed by our Montreal public. In addition to the comedy the excellent farce *To Oblige Benson* will be performed.

SWORDS' HOTEL.—Mr. Swords, who has for so many years kept hotels in various parts of the Province, has re-opened his old stand in St Vincent Street. The house has been completely renewed; the furniture, bedding, carpets, &c., replaced, and the whole establishment put in first-class order. We advise our friends at a distance visiting Montreal, to pay Mr. Swords a visit.

CAVALRY PRIZES.—The beautiful gold medals and other prizes to be competed for by the Dragoons of Lower Canada, on Wednesday the 21st. are to be seen at Savage & Lymans. We hear that the match is to come off on Logan's farm.

THE FLORAL FESTIVAL.—The Floral Festival last night, given by Mr. and Mrs. Clarke, proved a complete success, the Music Hall being crowded. The performance of the children was admirable, and gave great satisfaction. The personifications also were admirably carried out.

POLICE INTELLIGENCE—YESTERDAY.—A young man was brought before the Court under the following circumstances:—The previous night he went to a tavern on the wharf, pretended that he was Detective O'Leary, summoned two soldiers in the Queen's name to assist him in arresting a woman who keeps a tavern, and brought her to the City Police Station. Here the would-be Detective was desired to show his authority, which failing to do, he himself was retained in custody and the woman discharged. The Magistrate, after investigating the case, dismissed the prisoner with a suitable caution. A female was brought up on the charge of stealing a medal from a soldier of the Grenadier Guards. The soldier had been drinking with some companions at the "Belfast tavern." The medal was found on the floor, and there was no proof that the prisoner had stolen it. She was remanded. A young man was brought before the Court on the charge of wearing his Militia belt at an improper time. He pleaded that he had never been informed of the illegality of this, and was discharged with an admonition.

We direct attention to Messrs. Freer, Boyd & Co's advertisement.

We understand that most of the leading dry goods (retail) merchants will refuse the British Shilling at over 24 cents.

We notice that Mr. A. McGibbon will continue to accept the British Shilling at 25 cents for goods.

LARGE SALE OF CARPETS AND OIL CLOTHS this morning, at Mr. Arnton's rooms. The list embraces all qualities and varieties. There are several very large carpets measuring over 100 yards, including Velvet, Tapestry, Brussels, Kidderminster, &c.

THE COMMERCIAL BANK vs. THE GREAT WESTERN RAILWAY.

KINGSTON ASSIZES.

Mr. Eccles opened the case for the plaintiffs. This important case involved a million and upwards of dollars, and the standing, character, and reputation of the Commercial Bank, and of the Great Western Railway Company—each of which represented vast numbers of people both in the province and out of it. The pleadings were simple. The plaintiffs set forth that the defendants are indebted for advances made, and the answer of the defendants was that they were never indebted. The counsel proceeded to show there was a rivalry between the Great Western and Grand Trunk Companies—both having their termini near Detroit—for the business of the great west, and that in consequence it became necessary for the Great Western to acquire control of the Detroit and Milwaukie Railroad. In pursuance of this plan the Commercial Bank was applied to by Mr. Reynolds to make certain advances. An account was opened, and these advances, were made over a period extending from December 1857, to December, 1859.

The character of the transactions investigated will appear from the following evidence:—

Wm. Henry Parke was the first witness called—Examined by Hon. J. H. Cameron.—I was in 1857 manager of the branch at Hamilton of the Commercial Bank. I had an account with the G. W. Company. Between $300,000 and 400,000 was to be paid to the U. C. Bank when the account was taken up. Mr. Reynolds, the financial agent of the road, called and said the G. W. Co. had decided to take up the D. & M. road if they found everything right and could get a legal control over it—this was in December, 1857. Mr. Reynolds after having gone up said it would be necessary to get a special credit for the D. & M. line itself. I said I had no authority to grant credits, but that I could refer to Kingston, and in consequence of my writing to Mr Ross an interview took place in Toronto between Mr Ross and Mr Reynolds. I was present. Mr Reynolds requested that an overdrawing account be made with the bank. Mr Ross declined to open a credit, and stated that he could not take the D. & M. Co. because it was not in a good financial position. Mr. Ross said he would open an account as Great Western No. 2. Mr Reynolds objected so strongly against such an account, as it would lead to confusion, that Mr Ross agreed to open an account as Great Western, Detroit, and Milwaukie account. (The books of the Hamilton branch were produced to show the payment on the first cheque [which could not be produced] for $10,000.) The entry is "G.W.R.R. D. & M." That entry was made upon instructions received in consequence of the arrangements between Mr Ross and Mr Reynolds. Nos. 2 and 3 cheques (produced) I think are drawn in the same way as the first. The learned counsel, after looking over a bundle of cheques, said that to December, 1858, they were all of the same character. After that time another printed cheque was used, headed "Detroit and Milwaukie Railway Company" until the close of the account. There was no change ever made or authorized in the name of the account from the date of the first entry. In December, 1858, an interview took place at Hamilton between Mr A. H. Campbell, the inspecting director, and Mr Reynolds, in my presence. A gentleman of Buffalo called upon me in Dec. 1858, to ask about the personal standing of Messrs. Brydges and Reynolds, and in consequence of my communication with him I wrote to the bank. Mr. Campbell came up and had an interview with Mr. Reynolds. At that interview Mr. Campbell said that the arrangement was a mere verbal one, and requested Mr. Reynolds to put it in writing, to which Mr. R. readily assented, and a letter was written by him acknowledging the responsibility o the G. W. R. Company. The only intimation I had of a repudiation was a correspondence between Messrs. Brydges and Reynolds—they never made any communication to me on the subject. When the bank stopped advancing the balance was $742,270.92. In spring of 1859 the accounts were so far mixed together that as one account went down the other went up, that is, if the G. W. R. account went down to a cipher the D. & M. would be entitled to a credit of $200,000, or vice versa.

Cross-examined by M. C. Cameron.—Witness certified to an account of assets and liabilities of the G W R. Co., which was handed to Mr. Ross at Toronto. Some time in 1858 Mr. Reynolds told witness that a certain very large sum was required to be paid over to the Detroit and Milwaukie Railroad; but he did not recollect how these requirements were to be met. Believed that some of the officers (Directors) of the G. W. R. Company became officers of the Detroit and Milwaukie Railway Company some time after the account was opened in the Bank. Had addressed these officers as officers of the D. & M. Railway Co., but had always entertaided no other than that the G. W. R. was liable to the Bank. The Bank had discounted many of the notes of the D. & M Railway; but before this was done he had referred to Mr. Brydges for the guarantee of the Great Western Co. y. He got a guarantee, but not in writing, though he wrote down Mr. Brydge's answer and transmitted it to Kingston. The majority of my letters to Mr. Reynolds were addressed to him as the Vice-President of the D. & M. Railway Co., but the correspondence and accounts were marked D. & M, because it was wished to keep the transactions of both railways distinct. Mr. Ross individually had discounted notes of the D. & M. Railway Company, but the bank was not bound to protect these notes, which came from the Bank of Commerce, New York. These notes were not taken by the Bank for the Great Western account. I am aware that coupons of the D. & M. Company were paid in 1858. I supposed it was to keep up their credit. I never heard that the Bank had subsequently paid $40,000 to the Merchant's Bank. A distinct passbook was kept for the Great Western account. Just about the time of the change in the form of the cheque a separate account was kept of the traffic account of the D. & M. Company, because a separate office was opened at Windsor. At the time of the letter of "guarantee," the account against the D. & M. Road was $358,000? I know of no separate transactions between the G.W.R. and the D. & M. Co. Witness identified several letters written by himself to Mr. Reynolds as Vice-President of the D. & M. Company. One of the inducements to enter into the arrangement was to obtain additional circulation for the notes of the bank.

The remainder of the evidence for the Plaintiff's was in confirmation of the foregoing, and to show that Messrs. Reynolds and Brydges were duly authorized to act as agents for the G. W. Company. We are not yet in receipt of the evidence for the defence; but we have a telegraphic message giving an account of the result as follows:—

(By telegraph from Kingston, May 15.)

The verdict in the Commercial Bank case appears in the Chronicle and News of this morning as follows:— The following are the questions of the Court with the answers of the Jury constituting their verdict:—

1st. To which Company was the credit given by the Bank? to the G. W. or the Detroit and Milwaukie? or was the credit given upon the responsibility of Messrs. Reynolds and Brydges, irrespective of either company?

Finding of the Jury—To the Great Western.

2nd. Had Messrs. Reynolds and Brydges the authority from the G. W. Co. to make financial arrangements for the D. & M. Co., an account of the G. W. Co., to the extent of £25,000 sterling, agreed to be loaned by the G. W. Co. to the D. & M. Co.? and was the account with the Commercial Bank opened and conducted by them in pursuance of such authority?

Finding—They had the authority, and the account was opened and conducted by them in pursuance of that authority.

3rd. Had the Commercial Bank notice at any time while the account was going on, that Messrs. Brydges and Reynolds had exceeded their authority? or that more than two loans, amounting to £250,000 stg., had been expended?

Finding—The Bank had no notice that Messrs. Brydges and Reynolds exceeded their authority.

4th. Suppose the original credit was given by the Bank to the G. W. Co. in the opening of the account, was there any understood limitation between the parties of the extent of the liability, at the time the letter of the 16th December, 1858, was given either to the extent of the second loan of £100,000 stg., or otherwise? or was the account continued on after that period, in the same manner as before, by the parties?

Finding—There was no limitation; and the account was continued on the same manner as before the letter of the 16th December, 1858, was given.

5th. Did the G. W. Co., by its dealing with the D. & M. Co, reap the benefit of the expenditure made by the Commercial Bank on the D. & M. account?

Finding—They did.

The finding being in favor of Plaintiff's on all the points submitted, a verdict for Plaintiff's was entered subject to a reference as to matters of account.

Special Meeting of the Board of Trade.

Yesterday a Special Meeting of this Board was held in the Board Room, Hon. L. H. Holton, the President, in the Chair.

PRESENT:

Jacob H Joseph, Vice-President; Ths Rimmer, Wm Darling, Robt S. Oliver, J H Henderson, T Ryan, H Thomas, T Cramp, E Atwater, Jas F D Black, Z Benoit, J E Baker, M H Cochrane, Wm Edmonstone, T A Evans, Jas Ferrier, Jr, James Gordon, Thos Gordon, A Heward, V Hudon, Jno Hope, Jno Kerry, Hy Lyman, B Lyman, T Lyman, D Masson, H Mulholland, Geo Moffatt, Jr, R Muir, Jas Mathewson, Wm Muir, A McFarlane, Gordon McKenzie, E Maitland, Jno Ogilvy, T C Panton, Jno Pratt, H B Smith, Wm Stephen, S G Smith, R S Tylee, J W Taylor, Jas Torrance, A Urquhart, Wm Workman, T Wilson, J B Rolland, Jno Caverhill, Chs Freeland, A Robertson, D R Wood, and John Young.

Mr. Freeland was elected by ballot a member of the Board.

The President then opened the business, saying that the subject—the Railway Amalgamation—was the most important which had this year occupied the attention of the Board. He regretted that there had been so little interest taken in the matter as appeared by the thinness of the meeting.

Mr. T. S. BROWN said that the Railway bill now under consideration purported to be intended to permit two of our railways to amalgamate; it being further provided that when they had thus entered into partnership, the creditors of the existing companies should have no claim upon the property of the partnership. Then the joint Company was to be allowed to borrow £500,000, which they were to pay before they paid any one else; but this of course was with the mental reservation, if they did not see fit to get another bill to enable them to borrow another half million, with a new promise to give a preference to the lenders of that loan. Then the bill was intended to make these companies control every railroad from Halifax to the Pacific. If such a bill was to pass the government of Canada had better be annexed to the Grand Trunk, as the weaker powers in India were annexed to the British Provinces. Perhaps the Railway Company would govern as well as any body else, and he certainly did not know that it would not be well to let them do so, if they would save the country from the present bankrupt law, and would pay the expenses of the militia bill. So far, however, the Province was not quite bankrupt. The people was still in a position to demand tolerable terms of capitulation. He could not, however, believe that the bill was serious in its present shape. It struck him merely as a burlesque, and he thought that something at last would be thrown in of greater importance. He would, therefore, move, seconded by Mr. Darling, the first resolution of the series which he had previously brought before the Board. He believed that this body, representing the mercantile body of the commercial metropolis of Canada should express a decided opinion on this head. He went on to say that he objected even to the main principle involved in this bill—that of incorporating these railway companies into one company. The whole country would by it be subjected to a most injurious monopoly. The present amalgamation, which the Grand Trunk really was, showed the effect of such monopolies. How much worse would it be if the monopoly was extended from the Atlantic to the Pacific. It was said that the Grand Trunk had already a monopoly and that it was no use to oppose that. But that was not the case. Goods could be sent to Hamilton by steamer or schooner, and then a bargain might be made with one of two railways. Again, the country was often called on to take pity on the English stockholders, who had been duped by our men in office. No doubt the country wished to do strict justice; but the only way to do it was to find out all the widows and orphans, whose money had been invested at par and who had sold out at 25 cent, and then raise a tax to pay these people the other 75 per cent. There was nothing like good faith involved in paying people who had bought at 25 per cent—at price which they no doubt thought would give them a profit—the amount necessary to restore their property to its par value. Mr. Brown stated that he intended to add another resolution having particular reference to the bill.

The PRESIDENT suggested to the meeting whether the series of resolutions now before the Board, good as they would perhaps generally be thought, were exactly in accordance with the object for which the meeting was called, which related to a particular bill, not in existence at the time they were prepared, and having points not touched upon in the general language of Mr. Brown's resolutions.

Mr. W. WORKMAN agreed with Mr. Brown in calling the bill in question a burlesque; but he thought it was a very serious kind of burlesque. There was indeed already a power of amalgamation conferred by statute, and if this was all that was required, no further legislation would be needed. The object was very different—it was to enact that clause of the bill, which declared that the property of the joint company should not be liable for the debts of the individual companies. This would sweep away debts to the amount of sixty-three millions; and there were some debts in which we in Montreal were particularly interested that would go with the rest. One of these was the debt due to the city; another was due to the Seminary, and there was, he believed, another due to the Nuns. He regretted to see that such a bill had even received its second reading It seemed to have originated with only two or three individuals. Supposing the English holders of sixty millions of the capital advanced had asked for such a bill, would that bind the holders of the other three millions? Why, a few years ago the Champlain and St. Lawrence Company was refused the right to contract a second loan till they had arranged with the creditors of their first loan. This bill had been asked for, however, by only two or three people; and this made it more revolting. The creditors in England must be wholly unaware of what was going on. Many had invested their fortune in this road, and here was a bill of which they knew nothing to sweep that fortune away. History did not show any example of such another barefaced swindle. He ought to show that, if there were a few people in Canada who desired such a scheme as this, the people of the country would be faithful to their duty and refuse to allow it to pass. It was said that the operation of the law was to be made contingent upon the assent of three-fourths of the proprietors and bondholders; but these three-fourths had not been asked; nor was it likely that they would have approved. The bondholders of the Great Western had always been paid, though there has been some delay, and was it likely that they would give up their claims merely to help the Grand Trunk, or the Buffalo and Brantford. He did not even think that the bondholders of the Grand Trunk would like to see their claim for principal swept away in this manner. He knew what was the effect of the existing monopoly—how badly the Grand Trunk was managed, and how if any one tried to correct an abuse he was subjected to abuse for his pains. But how much worse would this be if the monopoly were extended from River du Loup to Sarnia. Every scheme for amalgamation should, therefore, be opposed—it would be most dangerous to allow it in any shape.

There was a good deal of desultory conversation as to the form of a resolution best adapted to meet the wishes of the Board, during which—

Mr. HUTCHINS said he thought that the question of amalgamation was one for the consideration of the proprietors and creditors of the road. But when any part of these sought for privileges involving the repudiation of their debts, it was time for all who took an interest in the honour of the country, to rise up against it. The fifth clause of the bill was artfully worded. It was not to be operative unless three-fourths of those interested assembled; but it did not say three-fourths of the whole; but only three-fourths of those who were to be present at the meeting which it was intended to hold.

Mr. H. LYMAN then read a draft of resolutions which he thought would meet the views of the Board.

Mr. RUSS WOOD also read a resolution which he had prepared; but approving the spirit of those just read by Mr. Lyman, he would not interfere with them by moving his own.

Hon. JOHN YOUNG said that far from thinking the amalgamation would create a monopoly, he was of opinion that it would facilitate trade by affording a greater quantity of rolling stock wherever it might be wanted. The water-line could not be beaten, and the amalgamated road would have to compete with that as at present.

Mr. WORKMAN replied that there was a certain monopoly now between Quebec and Hamilton, but beyond that there was competition. The amalgamation would destroy that competition. It was not in human nature for the holders of such power as would belong to such a company to do otherwise than raise the rates of freight, especially in winter. And there would be many other ways of exercising arbitrary power in a manner which we could not at present conceive. Politically, too, the amalgamation would be very dangerous. In Rhode Island they had a railway monopoly; but it was managed in a manner the reverse of that which prevailed here, for there the legislature paid the railways. However, with the control of so many persons in their employ, and by management of the entire traffic of the country, such a company would be powerful enough for anything.

Mr. THOS. RYAN agreed with Mr. Young in thinking that the companies in question were mere commercial enterprises; but being so, they were entitled to all commercial privileges, and among these, he thought, were those of uniting for the purpose of facilitating their traffic, preventing ruinous competition, and settling or compounding with their creditors. He should hesitate to base his objection on the ground, that amalgamation would necessarily create a monopoly. It might do so; but it did not necessarily follow that it would. The proprietary was always changing, and it was not likely that the management which had been found so ruinous would be continued. He dissented from the first resolution; but could have no objection to the rest, though he confessed his sympathies were not so much excited for the large holders of stock and bonds in England as they were for our own people—contractors and others—many of whom had claims on the road for comparatively small sums, and who, if this bill were passed, when they applied for payment might be told, wait till we have established the net earnings of the road, which is your debtor. He based his opposition to the bill on the ground of commercial honour and honesty. The amalgamation might be considered an evil; but if the question were between amalgamation and the stoppage of the road, he thought most persons would ask for amalgamation and try to stop the monopoly afterwards. The stoppage might be thought by some as likely to do good; but the first sensation would be a terrible shock.

Hon. JNO. YOUNG believed that there never was £4,000,000 better spent in Canada than the £4,000,000 invested in the Grand Trunk. Every commodity had been increased in price. He thought people would regard it as a great misfortune if the road were stopped. He did his best in Parliament to have the road well built, better managed, and so as to produce better results, but his advice had not been taken. Now, however, the road had to be run. It had to be carried on in some way or other. Large works had yet to be done, before the public could reap the full advantage of the past outlay, and how were they to obtain money, unless by the amalgamation of the Companies? The public would lose the benefit of the money invested by letting matters remain in their present condition.

Mr. H. LYMAN confessed that he did not apprehend that the road could be stopped, or that, if stopped, it could be stopped long. It must be carried on. What possible good could result from a stoppage of the road, and therefore why should the bondholders stop it? Mr. Young had admitted that the road was in a very bad condition, and had they any guarantee that the arrangements would be any better in the future than they had been in the past? And with regard to the monopoly, of course the rates would go up, and how would the public obtain redress, if the united companies controlled the whole line from Sarnia to Halifax? He saw no provision in the Bill for the preservation of the rights of the creditors. He did not see that their rights were maintained in any respect. And with regard to political influence, he believed that there was much to be apprehended on that score also. He could state instances in which, at the last election, the influence of the Grand Trunk Company was brought to bear upon elections.

Mr. RYAN hoped it was not to be supposed that any Grand Trunk influence had entered into their debate.

Mr. LYMAN observed that he had been assnred the Bondholders knew nothing about the proposed measure.

Mr. RYAN here moved in amendment to Mr. Lyman's resolution, that the words "would create a huge monopoly highly dangerous to the trade and prosperity of the people of Canada," be struck out.

Mr. MULHOLLAND suggested to divide the motion into two distinct resolutions.

Mr. RYAN proposed that Mr. Brown should withdraw the last words of his motion.

Mr. BROWN could not consent to do so. They were words of truth and honesty, and should be adopted by the Board.

Hon. JNO. YOUNG did not think there was any danger of the Company raising their rates too high, since this was always found to have the effect of diminishing the amount of business, and would prove injurious to themselves; and, further, the public had the protection of the river—the Company would never go beyond the rates by river.

The vote was then taken on Mr. Ryan's amendment, which was lost, a large majority voting against it, and only 13 members voting for it.

The original motion of Mr. Brown, altered by Mr Lyman, was then carried (six dissentients) as follows:

Moved by Mr. H. Lyman, seconded by Mr. Wm. Workman:

That the bill now before Parliament, entitled "An act to amend the acts authorizing the Union "of certain Railway Companies, as respects the "Grand Trunk Railway, the Great Western "Railway, the Buffalo and Lake Huron Railway," would create a huge monopoly highly dangerous to the trade and prosperity of the people of Canada. That the mode proposed to establish the amount or ratio of compensation for Postal service is extremely objectionable. And inasmuch as in said bill it is proposed to confiscate the property of various classes of creditors of the several Companies under certain conditions, which, if carried into effect, would inflict serious injury upon innocent persons, and would damage the reputation of the Province generally—therefore this Board protests against the passing of the proposed bill, or any other act conferring greater privileges or immunities to the above named railway companies, or any powers interfering with the rights and property of the bondholders and other creditors. That the Council prepare petitions in accordance with the above, for transmission to the branches of the Provincial Parliament.

Mr. H. LYMAN then moved that the Council be instructed to send petitions in the name of the Board, founded upon this resolution, to the three branches of the Legislature. Carried.

The three following Resolutions of Mr. Brown were then carried unanimously.

Moved by Mr. T. S. BROWN, seconded by Mr. DARLING:—

Resolved, 1. That the Grand Trunk Railroad of Canada was from the beginning a common commercial undertaking, subject to all the incidents common to all speculative enterprises, which were well known and perfectly understood, from previous experience, by European capitalists, to whom the nature of a prospectus was familiar, and known to be liable to too many contingencies to be the basis for fixed interest upon investment.

Resolved, 2. That any pretended responsibility charged upon the Province, or the people thereof, for the statements or arguments set forth in the original prospectus of the Grand Trunk Company, by reason of names high in office in Canada being connected therewith, has been amply paid by the relinquishment of the first lien of about $15,000,000 upon the road, which is actually that amount abstracted from the pockets of the people of Canada and presented to the stockholders, who have no public claim for the reckless waste, extravagance, and maladministration of their own appointed agents and officers who have brought the Company into its present difficulties.

3. Resolved—That the great concern of the people of Canada is in the efficient working of the railroads to which they have granted money or privileges, by parties competent for the trust, and not in the private management of companies or corporations who have enriched or impoverished themselves by their own management, and that the Grand Trunk Company having no separate claim upon the Government of Canada or consideration that might not be urged by any other Company whose speculative enterprise has not equalled the expectations of its projectors, should be left to the ordinary operations of law to make arrangements with its creditors in like manner as we have seen with other railroads in America, and other places where these arrangements have been made without stoppage of the roads to passengers or hindrance to traffic.

The PRESIDENT said they would now proceed with the consideration of the second order of the day—the Bankruptcy bill.

Mr. D. R. WOOD said he had drafted three short Resolutions which he thought would meet with the approbation of the Board.

Mr. BROWN understood that the Bill would be thrown out by the Legislative Council. He believed that ministers would be quite as well well pleased if it were kicked out, as it would give them an opportunity to bring in another on some future occasion.

Mr. ANDREW MACFARLANE seconded Mr. Wood's first Resolution which read as follows:

"That in the opinion of this Board without herein passing any judgment upon the practicability of the Bankruptcy Bill of the Hon. Mr. Smith, now before the Board for consideration, it is unjust and unwise to enact any law of this nature, which is entirely sectional, and that if it is advisable that any Bankruptcy Bill at all should be passed by the Legislature it should apply equally to both Provinces."

Mr. HUTCHINS was opposed to the Bill from beginning to end. It was entirely too cumbrous. There were to be three Courts presided over by Judges who must be lawyers of ten years standing. These would require large salaries, and taking into consideration the other expenses, an estate would require to be worth forty shillings in the £ to pay ten shillings. He would rather have the short act introduced by Mr. Abbott, which only contained 20 clauses, but would answer the purpose much better.

Mr. THOMAS thought that as so many members had withdrawn, it would be better to postpone the matter, especially as there was but a small prospect of the Bill passing.

Mr. WOOD did not see the propriety of withdrawing his motion, as he thought it expressed the opinion of every one present.

The CHAIRMAN said he should be reluctant to see any resolution on the subject passed by so thin a meeting. No matter what might be their resolves, the supporters of the measure would be only strengthened by the action of so small a meeting. For absence, like silence, might be held to give consent.

Mr. MOFFATT, jr., moved that the meeting be adjourned till Wednesday next at three o'clock, which was carried.

Provincial Parliament.

(*Abridged from the Quebec Chronicle.*)

LEGISLATIVE COUNCIL.

TUESDAY, 13th May, 1862.

The Council this afternoon was engaged in discussing the Hon. P. Moores motion, for a committee of inquiry, which elicited nothing beyond which had been said in the other House on the same subject.

LEGISLATIVE ASSEMBLY.

TUESDAY, May 13th, 1862.

Hon. Mr. FOLEY said he had a question to ask before the orders of the day were called. The hon. gentleman who had accepted the position vacated by Mr. Morrison, had been defeated by a large majority. (Hear, hear.) The people naturally felt something anxious to know what course the Government intended to pursue under these circumstances. He therefore begged to ask the hon. Premier whether Mr. Patton had resigned, or whether he was to retain office?

Hon. Mr. CARTIER, remarked the hon. Attorney General West, was not in his place. Under these circumstances, he (Mr. Cartier) must decline to answer the question.

OPPOSITION FAULT-FINDING.

The next item on the order of the day was the second reading of the Militia Bill, on being read—

Hon. Mr. CARTIER said that in consequence of the absence of the Attorney General West, who was unwell, he would allow the Bill to stand over.

Hon. Mr. FOLEY charged the Government with delaying the business of the House. They had only one measure of importance before the legislature—all the rest were paltry, unimportant bills; and yet now when that measure should be proceeded with, they came down to the House, and on the excuse that the Attorney General was sick, or some other equally paltry, flimsy or contemptible evasion, asked for further delay. (Oh, oh.)

Hon. Mr. CARTIER said that the Government were not responsible for the delay. No greater compliment could have been paid them than to say there was only one bill of importance. (Hear, hear.) It showed that the Ministry had left nothing more to be wished for. (Cheers).

The next item—the House in Committee of Ways and Means—was next read.

Hon. Mr. GALT—Stand. The papers are not prepared, and it is impossible to proceed.

Hon. Mr. FOLEY again charged the Government with wasting the time of the House. Two months of the session had already passed, nothing had been done, and yet the Government were not prepared to go on.

Hon. Mr. GALT replied that the charge might be made with more justice against gentlemen on the other side. The Opposition had occupied a great deal of time in what he considered an abstract question. With regard to the Committee on supply there had not been a meeting of the House in which progress could have been made that he had passed over. This was the first opportunity that he had of proceeding; but it was his belief that the militia bill would have come up, and if it had it would have occupied the House the whole day. But that subject was postponed in consequence of the absence of the Attorney General West, and he (Mr. Galt) was not prepared to go on with his budget in consequence of necessary papers not being ready. No earlier opportunity had presented itself for him (Mr. Galt) to proceed.

Hon. Mr. FOLEY could not agree that the Opposition were responsible for the delay. The Cabinet was not filled up at the beginning of the session, and they had three or four days of a crisis before anything could be done or said; consequently a week's time was spent, and very badly spent, in the endeavor to induce first one and then another gentleman to become members of the Cabinet. Finally, they settled upon one gentlemen who had since graced the House as President of the Council, and on another who had been defeated by a majority of 795. The Opposition had occupied very little time. The greater of the time at the commencement of the session was occupied by hon. gentlemen on the other side of the House. Indeed, it would appear from the number of speeches they made that they had received instructions to occupy as possible. Again, on what ground was the "long vacation" assented to? He admitted he had consented to it; but the ground was that gentlemen on the treasury benches wanted time. (Oh, oh.)

Hon. Mr. CAaCHON—You wanted time to settle your differences.

Hon. Mr. FOLEY said the hon. gentlemen opposite wanted time to complete their measures; but before the House rose they promised that the Militia Bill would be sent to the members, and that other necessary information would be furnished—apromise which was not carried out. Before sitting down he would ask what papers were required?

Hon. Mr. GALT—The estimates, of course. It was impossible to proceed with the Committee of Supply without the estimates; and the ways and means could not be proceeded with before the House had passed the first item of Supply. He had made it a ground of complaint that, with one exception, the Government had no important measure before the House. Now, the fact that the amendment to the address censured the Government for not taking action upon one particular subject, showed that there was nothing else worthy of consideration.

Hon. Mr. FOLEY—Had it required two months to take the first step towards bringing down the Estimates? On the paper there were twenty-two paltry, insignificant measures from the Government. The House had gone through the greater portion of them quickly, because they were mere formalities; and now they would have to spend the day in discussing private bills not in charge of the Government.

Hon. Mr. GALT—He proposed that the militia bill was sent from Quebec to the residence of members at least four days before the re-assembling of Parliament, and the public accounts were laid before the House the first day after the recess. Then, as to the committee, not a single day had been lost

Hon. Mr. SICOTTE said if there was little done during the two months the House had been in session, it was entirely the fault of the Government. It shewed clearly that the Government had not sufficient control of the House to enable them to carry on public business. Before the recess the hon. Finance Minister had promised to send copies of the Public Accounts.

Hon. Mr. GALT said he had not made any such promise.

Mr. MACDOUGALL said he was under that impression.

Hon. Mr. GALT repeated his former assertion.

Hon. Mr. SICOTTE said he so understood It was hard that public business should be delayed in this manner. Last Friday the Government had done nothing, being completely occupied with the Cassidy business.

Hon. Mr. CARTIER thought the filling up of the vacant offices had been very satisfactorily performed, so far as the Government was concerned.

Hon. Mr. FOLEY—How did you get your colleagues returned. (Hear, hear.)

Hon. Mr. CARTIER—Very satisfactorily, indeed. One was returned by acclamation; another was successful; the third was defeated, owing to the false statements made to the electors. The Opposition, nevertheless, could not act. There was the celebrated *Comite de surveillance.*

Hon. Mr. FOLEY had denied this statement when made by a colleague of the hon. gentleman.

Hon. Mr. CARTIER—It had been stated by the organ of the party. Hon. gentlemen opposite had made all sorts of motions of want of confidence; but they had been invariably defeated.

Mr. MACDOUGALL—You came pretty close to it last night. (Hear, hear.)

Hon. Mr. CARTIER contended that the matter did not affect the Government. It did not affect him (Mr. Cartier) at all. It had been said that the only measure of importance was the Militia Bill. This was a matter of congratulation, inasmuch as it was the best possible proof of the fact that they had settled all the great questions which agitated the Province.

Hon. Mr. LORANGER—The conduct of the Government on this important measure was vacillating in the extreme. The Attorney-General West had spoken on the bill, so had the Finance Minister, and the hon. members for Montreal Centre and Montcalm; but hon. members had not yet enjoyed the benefit of an explanation from the Premier. The Opposition were desirous that the Government should lay before the house some well defined plan.

Mr. McGEE would like to enquire whether it was the Militia Bill or the Finance Minister's statements that the Government intended to discuss on Friday. He felt the more anxious, as it had been confidently stated by persons who had opportunities of knowing, that the bill would not be pressed in its present shape. There was another statement made to which he (Mr. McGee) would allude, particularly as the Attorney General East had taken pains to allude to the private affairs of the Opposition. It was said that hon. members opposite, in view of the conduct pursued by the members of the Government with regard to this measure, had themselves drawn up a bill which they intended to present as a sort of *ultimatum.* Having taken considerable interest in this matter, and being ready to do everything to further legislation on the subject, he now hoped to receive some information.

Hon. Mr. CARTIER, in reply, stated that the Government would be ready to proceed with the Militia Bill on Friday, taking up the Finance Minister's business afterwards.

QUEBEC HARBOR TONNAGE DUTIES.

On motion of the Hon. Mr. ALLEYN, the House went into Committee on the resolutions respecting tonnage duties at the harbor of Quebec. The hon. gentleman introduced the first resolution authorizing "the laying of a tax of five cents per ton on all vessels from beyond the sea coming into Quebec."

Mr. DAWSON would not take up the time of the House by discussing the resolutions. He was not opposed, *in toto,* to the measure. On the contrary, he saw several things in it that deserved support. But he was opposed to anything which would operate as a burthen upon the lumber trade.

Hon. Mr. SICOTTE was willing to admit the necessity of any measure calculated to improve the harbour of Quebec. He trusted, however, that vessels going in ballast to Montreal, and obliged to discharge any portion of their ballast in Quebec, would not be taxed to the same extent as vessels discharging their cargoes here.

Mr. LANGEVIN said it was not intended to tax vessels bound for Montreal. It was only fair, however, that vessels using the harbour for the purpose of discharging ballast should pay something.

Mr. BUCHANAN said we could never have a good trade until we had larger vessels, and large vessels could never go to Montreal. It was a matter of great importance that the Quebec harbour should be improved.

Mr. McGEE said there were three interests. First, the interest of the navigable part of the St. Lawrence above Quebec; next, the lumber trade; and thirdly, of the whole Province. The harbor of Quebec was of unquestionable importance to the whole country. At the same time there should be no jealousy of Montreal, for there was room enough for both. He doubted not that the committee would take care that none of the interests he had pointed out would be injured.

The resolution was then agreed to.

Hon. Mr. ALLEYN moved another resolution, to the effect that the Quebec Harbour Commissioners be authorized to impose a penalty of not exceeding $100 for any infringement of their by-laws.—Carried.

TRADE AND COMMERCE.

Current Topics—Finance and Trade.

HERALD OFFICE, Montreal, May 15, 1862.

There has been an active business done in Groceries and also in Hardware. That in Dry Goods has fallen off, as to be expected. In Produce, our chief business at this time of the year, we have to report dullness; as regards freights the same prices were obtained, though to fill up vessels lower rates have been accepted. We shall give our usual summary of the different branches of trade.

We give the arrivals during the week:—

			Tons.
From Liverpool,	5 vessels,	gen cargo	4940
" "	1 "	salt	766
" Sunderland,	3 "	coals	1018
" "	1 "	gen.	440
" London,	1 "	gen	522
" Greenock,	1 "	coals	335
" Glasgow,	1 "	gen	825
" Gloucester	1 "	salt and coal	432
" Maryport,	2 "	coals	683
" Newry,	1 "	ballast	602
" Shanghae,	1 "	tea	387
		Tons	11980

Departures amount to 11 vessels.

	Tons.
For Glasgow, 4 vessels, with full cargoes	4314
For L Ports, 6 " " "	460
For Liverpool, 1 " " "	1487
	6261

Amongst the arrivals are two steamers from Liverpool; and there have sailed, two for Glasgow and one for Liverpool.

We give the sea-going vessels in the Harbour at 6 o'clock this evening:—2 steamers, 14 ships, 13 barques, 2 brigs, 3 schooners.

Regarding freight, rates during the week have ranged much the same, say 3s. for Flour to Liverpool and Glasgow, and 3s. 3d. to London, with Grain for former ports at 7s. and 7s. 6d. to latter; but lower rates have been taken to fill up vessels, and also for those ships that do not class No. 1.

We give the Receipts of Produce per Canal and Railroad up to the 15th instant:—

	1859.	1860.	1861.	1862.
Ashes, brls	9087	10297	6111	7997
Flour, brls	125563	158042	218996	222427
Wheat, bush	94178	228594	899918	609871
Corn, bush	66767	21469	...	31435
Pork, brls	6070	5541	3229	16160
Butter, kegs	3321	8436	6664	6485
Barley, bush	7643	10800	3906	5101
Peas, bush	2976	121361	168786	17735
Lard, kegs	736	1752	1067	1549
Oatmeal, brls	261	811	4131	1269
Oats, bush	17694	4906	7029	5786

The shipments for same period by St. Lawrence and per Grand Trunk Railroad via United States:—

	1859.	1860.	1861.	1862.
Ashes, brls	4968	5983	2959	5950
Flour, brls	3114	15519	68467	61780
Wheat, bush	...	16577	414473	614424
Corn, bush	...	. .	...	14000
Pork, brls	31	276	184	2262
Butter, kegs	405	7598	5966	5262
Peas, bush	7739	140233	126059	17673
Lard, kegs	6	2127	3721	5414
Oatmeal, brls	20	3194	5589	452

These figures speak for themselves as regards the fluctuations of our trade. Of course the bulk of wheat shipped has been via Portland, as so far but a small quantity of produce has been forwarded via the St. Lawrence.

Produce, *i. e.* Flour and Grain, have ruled very dull. The former has declined in price, and the market closes heavy; however, there seems more disposition on the part of sellers to realize, as the European markets shew a declining tendency. We quote, respecting the Liverpool markets, from Gordon, Bruce & McAuliffe's Circular of 30th ult.:—

The continuance of fine weather strengthens the prospects of a good harvest, and has a depressing effect on speculators. Consumers buy only from hand to mouth, and with fair arrivals our last quotations are with difficulty supported.

WHEAT.—Farmers being busily engaged in field operations, the provincial markets have been poorly supplied, and are consequently steady, while in London the offerings have been larger, and the demand less active.

The French markets show some fluctuations, and will probably exercise considerable influence on our future prices.

FLOUR.—Very dull of sale at a decline of 6d per brl. on our last figures.

INDIAN CORN.—The demand for Ireland continues active at the decline of last week, and a fair quantity has been taken at 28s per 480 lbs., ex quay.

ASHES.—The market is a shade firmer; small sales Pots at 33s@33s 6d.

PROVISIONS.—Beef and Pork are quiet and unchanged in value. Lard is rather easier to buy. Cheese steady.

We also give the New York markets, as reported by the New York *Journal of Commerce* of yesterday:—

"BREADSTUFFS—The market for State and Western flour is more active, at rates 5@10c lower, closing with no buyers at our outside figures. The sales are 17,800 brls. at $4 45@4,55 for superfine State; $4,65@4,75 for extra State.

CANADIAN FLOUR Is lower, with sales of 1800 brls at $4,70@4,85 for spring extra, and $4,90@6,25 for the range of winter extra brands.

Sales for the week—Western .. bbls. 77,300
Do Southern .. bbls. 9,380
Do Canadian bbls. 6,500

RYE FLOUR—Is quiet, with sales of 100 brls. at $3,25@4,25 for the range of fine and superfine.

CORN MEAL—is scarce, and the market is steady.

WHEAT—Is more steady without material change in prices. The sales are 33,800 bushels Canada Club at $1,07@1,10; 24,000 bushs. Milwaukee Club at $1,10@1,13, part to arrive, and 18,700 bushs. white Western at $1,31@1,35.

RYE is lower, with sales of 7000 prime North River at 80c.

OATS—Are in limited demand and prices favor the buyer, with sales at 39@42c for Jersey, State, Western and Canadian.

BARLEY—Is a shade easier; the sales are 2000 bushs. prime Canada West at 86½c.

CORN—Is a little firmer; the sales are 55,000 bushels at 51 @ 52c for mixed Western in store; 52@52½c for do delivered, and 53@57c for Jersey and Southern yellow.

BEANS—Are firmer, but less active; the sales include 500 brls. at $2,45 @ 2,75 for good and prime medium and marrowfats.

PEAS—Are in fair request, and may be quoted at 70@75 for Canadian."

Provisions—Pork here has been more active, and prices have advanced during the week week to $12 for Mess Pork. We have noticed lately several large shipments by our steamers of boxes cut meats. We find that this has grown to be a very important feature in the Pork trade West. Instead of barrelling Pork it is cut up into sides, shoulders and hams, exactly the same as the Cumberland bacon, it is then placed for some ten or fourteen days between alternate layers of salt, and after that packed in boxes weighing about 600 lbs. each of pork. The quantity of salt absorbed is sufficient to keep it fresh during its passage from Chicago or Cincinnati to Liverpool, and there it commands the same price as English bacon, the difference being imperceptible, especially when cured in Liverpool to suit the home market.

To show the importance of the trade we give some figures received from a leading merchant in Cincinnati. Total shipments from Western States, direct to Liverpool, 380,000 boxes cut meat for year 1861 and 1862. As each box weighs net 600 lbs., the vast quantity can easily be estimated. Formerly this trade used to flow through New Orleans. This year it has been diverted northwards, and to a large extent over the Grand Trunk Railroad, but we have not had shipping connection sufficient for what would otherwise have been given us, consequently a large amount has gone via Boston and New York. During the spring Montreal will be the favorite shipping port, as the weather continues cool so much longer here, and that is a great advantage. We wish to call the attention of those interested in Pork here to this branch of the trade, as we have every facility of pursuing it with advantage. The drawback is, that Pork once frozen, as our winter supplies always reach us, do not take in the dry salt freely, and would therefore be risky to ship during the winter to England; but during the fall and spring we think a profitable business might be done.

We have nothing new to notice in the Dry Goods Market.

In *Hardware.* Sales this Spring, so far, have been small in comparison with previous years, both as regards Shelf Goods and heavy stuff; but then imports have also been light. The trade will most probably be extended later than usual, owing to the late Spring, and farmers are contracting their liabilities to country storekeepers. The Spring assortment of goods is very fair, though some qualities are commanding a higher price, owing to the reported damage to the cargo of the "Pride of Canada," which has a large quantity of Hardware on board. Remittances have been equally punctual with former years, but within the last fortnight they have come in but slowly, owing doubtless to all agricultural classes being busily employed at out-door pursuits. We only particularize *Tin Plates,* which are looking up with a good demand for the last few days, this is owing to the reports concerning the "Pride of Canada." Pig iron is as usual,

Respecting the "Pride of Canada" we quote from yesterday's *Quebec Gazette*:

We learn from Mr D. Boulanger, pilot, who arrived here this morning in the steamer Powerful, from Little Trinity River, where the Pride of Canada lies stranded, that the tide ebbs and flows in her. He is of opinion that she has not received any serious injury, as she lies on soft ground and free from stones. The hands employed in discharging her are making great progress A schooner was loaded from her in about two hours last Monday.

The steamers from England due are the Niagara, Liverpool to Boston 3d May, 12 days out. Caledonia, Glasgow to Montreal 3d May, 12 days out. Latter passed Cape Race on Tuesday night.

Respecting freights in New York we quote from yesterday's *Journal of Commerce*:

FREIGHTS—Are very firm. To Liverpool, 31,000 bushels wheat were taken at 9d in bulk; 9,000 bushels corn at 9d in bulk; 1,600 bbls flour at 3s; 900 bxs bacon and 300 pkgs lard at 30s; 100 bales Sea Island cotton at 9-16d; and 300 salted hides at 27s 6d; and by steamer, 1,500 bxs bacon at 60s. To London, 18,000 bushels wheat at 10d, in ship's bags: 2,000 brls flour at 3s 3d; and 50 casks of salted pork at 35s. To Glasgow, 1,450 bbls flour at 3s 3d; 7,000 bushels wheat at 10s; 100 boxes bacon at 32s 6d

We notice by a telegram from Kingston that the Commercial Bank of that city has gained its suit against the Great Western Railroad for $300,000.

The proceedings of the meeting of the Board of Trade will be found in another column.

Respecting our financial affairs there is no change in the value of money. Sterling Exchange is very firm at last week's rates. The Banks draw at 10¼ per cent. prem., and their bills are not obtainable any cheaper outside. Commercial Exchange is still scarce; but the prospect of an early abundant supply from the breadstuffs now shipping has checked the eagerness of buyers, and the extreme rate of 9½ to 10 per cent. is less freely paid.

New York funds are very plentiful at 2 to 2¼ per cent. discount, with only a limited demand. Several of the Banks close their transfer books this week preparatory to the payment of dividends. The latest sales reported are Bank of Montreal at 121 per cent.; City, 44; Commercial, 99; People's, 110½; Ontario, 106½; Toronto, 106, and Molson's 114 per ct.

Review of the Montreal Grocery Market.

During the last week we have had two general Grocery auction sales, and two of salt. Business during the week in nearly all branches has been brisk, and we have had a fair attendance of Western Canada buyers. We notice in a Quebec paper that the cargo of the "Minerva" has been sold at 76c per lb. all round; we fancy this must be a clerical error, as we think 70c would be nearer the mark. But as regards the Montreal public, the price has been kept private. The general sale of the cargo by auction will be on the 28th instant. Both sellers and buyers in the Grocery Market are anxiously awaiting the new tariff to be brought forward by Mr. Galt, and are therefore fearful of committing themselves in any heavy transactions.

TEAS.—Since our last the market has been firm, but not active. At sale by auction ex "John Bull" a fair amount was disposed of at satisfactory rates; the chief run was on Japanese and Oolongs. Privately several parcels have been disposed of to supply Western orders, but we cannot change our quotations.

We give the imports of Tea for the last four months:—

	lbs.	val.
1st Jan. to 30th April, 1861,	561,020 .	$203,837
do. do.	1862,	812,720 . $296,088

We give the New York Tea Market for yesterday.

TEA.—The market for Tea is steady and firm, while the demand for Oolongs is more active; we notice further sales of 5,300 half-chests Oolongs at full rates; and 500 half-chests green at previous quotations.

SUGARS.—The market has been active, and there have been considerable sales of round lots at an advance on our last quotations. A cargo of Cuba in Quebec was sold here to be shipped direct to Toronto; the price has not transpired. Round lots of good Cubas have brought 6¼c @ 6¼ ₱ lb. small lots 6¼c ₱ lb. There have been no round lots of Porto Rico sold; but small parcels have brought 5¾, no very bright lots offering.

The demand for Refined has been very active and Messrs. Redpath & Sons have advanced their prices ¼c. all round.

Import of Raw Sugar from 1st January to 30th April:—

	lbs.	Value.
1861	5571383	$186737
1862	3988900	161573

We give the New York market of yesterday:—

SUGAR.—Raw is firm at 7¼ @ 7¾ for fair to good refining; the sales are 1,443 hhds. Cuba at 7¼ @ 8; and 2,500 bags Bahia on private terms. Refined is in light stock, and the market is very firm; we quote soft yellow at 8½@9¼; soft white at 9¼ @ 9¾, and crushed, powdered and granulated at 10¼ @ 10¾.

MOLASSES.—Some large lots have been sold at 22½c for common clayed. The demand is altogether speculative, arising from the low stocks in New York and Boston. A mixed lot ordinary Muscovado brought 26c. There is no change in the price of home made Syrup; but we are informed that outsiders are selling 1c. per gallon less than the official quotation, say 35 for golden.

Import of Molasses from 1st January to 30th April:—

	Gals.	Value.
1861	216312	$37000
1862	46984	7216

COFFEE.—We have heard of two round lots of Rio sold at 16½c. Java is offered and selling retail lots at 23c @ 24c.

We give the 4 months imports from 1st January to 30th April:—

	lbs.	Value.
1861	110258	$13368
1862	148793	23369

We give also the yesterday's New York Market:—

COFFEE.—The market for Rio is firm and steady. Under the proper head the latest advices from Rio may be found. We notice sales of 100 bags Santos, and 100 bags Jamaica, on private terms. The attention of the trade is called to the sale of Santos coffee advertised by L. M. Hoffman's Son & Co., to take place on Thursday, the 15th.

RICE.—250 bags Arracan changed hands yesterday on private terms. Sales have been made to a considerable extent at $4 for ordinary Arracan.

TOBACCO.—There have been large sales of Montreal manufacture at an advance in price. Respecting American, Leaf Tobacco has slightly declined under auction sales. We quote Kentucky 9½ @ 10c. For manufactured there is considerable demand from country buyers, who are quite bare of stocks. No advance in prices owing to the preponderance of inferior qualities in market. Best quality of imported 10's bring 40c readily; 5's equal in quality at rather less; ½-lbs —40c for a fair article.

We give yesterday's New York Market:—

TOBACCO.—The business continues limited, and prices are without change; the sales are 157 hhds Kentucky at 8½ @ 10c; 19 bbls Yara at p.n.t., and 54 cases seedleaf at 8@10

Imports of manufactured tobacco from 1st Jan. to 30th April:—

	lbs.	Value.
1861	230021	$18798
1862	92698	11523

FRUIT—There is little or no demand, and we cannot change our quotations.

HIGHWINES—Have been in active demand lately at full prices. The supply of Western has been moderate. There is a general expectancy of a high excise duty.

VINIGAR—There is a good demand for Montreal make, and Williamson's best commands 23c @ 25c. Foreign is dull; but the pickling season is approaching, which will give an impetus to the market.

FISH.—Very little doing. There is now a small supply of Salmon in barrels in the market, which is held at $13 per bbl. Dry Table Cod sells slow at $3 20 @ $3.50 per 112 lbs. In other kinds nothing to report.

NAVAL STORES.—Turpentine has again advanced, and is held at $2 per gal. The few brls of Rosin in the market is held is held at $10.

LIQUORS—There have been sales of Brandy during the week at $2 50 @ $2 60 for first qualities Gin (DeKuyper's) brings 82 @ 85c. per gallon, at which quotation holders are firm. Dow & Co. have advanced the price of their Whiskey 5 cents per gallon.

LEATHER.—No change to note in this article since our last review. There is a fair business doing at our quotations.

Review of the Montreal Cattle Market.

The official returns of Cattle sold last week over the market were:

11 Horses, 264 Beeves, 44 Pigs, 66 Sheep, and 437 calves.

BEEVES—The arrivals have been but moderate, the Butchers are therefore not overstocked, but there is no scarcity. Several of our large drivers have lately returned from the West and have we are informed brought a very superior description of Cattle; prices continue about the same, so that we do not alter our quotations.

CALVES—The supply being abundant prices have rather given way, the decline is not sufficient to make us change our rates.

SHEEP are scarce, but not sufficiently so to cause a rise in price.

LAMBS continue scarce, and are saleable at from $2@$5, according to weight and quality.

PIGS sell at $4@$4¼ live weight, or $5@$5¼ dressed, not much doing. Some few lots of live have come forward from Chicago.

HIDES—Raw are worth $6¼ ₱ 100 lbs; Calf Skins 7d@8d ₱ lb.

TALLOW in the rough is worth 5½c @ 6c ₱ lb.

MONTREAL BROKERS' CIRCULAR

For the week ending May 15, 1862.

No. 740. MONTREAL, May 15, 1862.

PRODUCE.

	$ c.	$ c.
ASHES—Pot	₱ cwt.	5 75 @ 6 80
Pearl		6 77½@ 6 80
FLOUR—Canada Fine, ₱ bbl. 196 lbs.		4 10 @ 4 20
Superfine No. 2		4 30 @ 4 40
Superfine No. 1 United States		4 50 @ 4 60
Superfine No. 1 Canadian		4 50 @ 4 60
Fancy		4 90 @ 5 00
Extra Superfine		5 25 @ 5 35
Double Extra		5 50 @ 5 75
Rye Flour		3 00 @ 3 25
INDIAN MEAL	₱ 196 lbs.	None.
WHEAT—₱ 60 lbs—		
Wheat (U. C. and U. S. White		1 17½@ 1 20
U. C. Spring		1 00 @ 1 05
Red Winter		None.
Milwaukie No. 1		0 00 @ 1 08
Extra Milwaukie		None.
Chicago Spring No. 1		0 00 @ 1 06
BARLEY	₱ 50 lbs.	0 65 @ 0 70
OATS	₱ 40 lbs.	0 35 @ 0 37½
PEAS—White	₱ 66 lbs.	0 70 @ 0 75
INDIAN CORN	₱ 56 lbs.	0 50 @ 0 00
OATMEAL	₱ 200 lbs.	— @ —
PROVISIONS—₱ brl.		
Pork, Mess		12 50 @13 50
Prime Mess		00 00 @10 50
Prime		9 75 @10 ——
BUTTER—Uninspected		12½ @— — 20

Receipts of Produce since 1st Jan., 1862, By Rail and River.

	Up to May 15, 1862.	Up to May 16, 1861.	Up to May 24, 1860.	Up to May 19, 1859.
Ashes, brls	7397	6111	10297	9087
Flour, brls	282157	218946	155162	125763
Wheat, bush	600871	860918	228594	94178
Indian Corn, bsh	31435	...	21469	60767
Pork, brls	16160	3229	5541	6020
Butter, kegs	6435	6964	8436	8321
Barley, bush	3101	3905	10800	7943
Peas, bush	17735	168786	121361	2076
Lard, kegs	1540	1097	1732	736
Beef, brls	44	13	175	239
Oatmeal, brls	1269	4131	811	261
Oats, bush	5788	7029	4966	17698
Copper Ore, tons				

Exports of Produce since 1st Jan., 1862, Via St. Lawrence, Portland and Boston.

	Up to May 15, 1862.	Up to May 16, 1861.	Up to May 24, 1860	Up to May 19, 1859.
Ashes, brls	5950	2939	5088	4968
Flour, brls	61780	68467	13519	3114
Wheat, bush	614124	414473	16577	...
Indian Corn, bsh	14000	...	...	...
Pork, brls	2262	184	276	31
Butter, kegs	5362	5966	7598	405
Barley, bush	...	...	...	...
Peas, bush	17573	126059	140333	7739
Lard, kegs	5414	3731	4137	6
Beef, brls	609	492	2091	26
Oatmeal, brls	478	5380	3191	90
Oats, bush	...	...	41546	...
Copper Ore, tons				

FREIGHTS.

To London, Flour, per barrel	Stg.	3 0	@ 0 0
To Liverpool, Flour, per barrel	Stg.	2 9	@ 3 0
To Clyde, Flour, per barrel	Stg.	2 9	@ 3 0
To London, Pot Ashes, per ton	Stg.	0 0	@ 0 0
To Liverpool, Pot Ashes, per ton	Stg.	0 0	@ 0 0
To Clyde, Pot Ashes, per ton	Stg.	0 0	@ 0 0
To London, Grain, per quarter	Stg.	0 0	@ 0 0
To Liverpool, Grain, per qarter	Stg.	6 9	@ 7 0
To Clyde, Grain, per quarter	Stg.	6 9	@ 7 0

EXCHANGE.

Bank, 60 days' on London	10¾	per cent. prem
Private, 60 days' on London	9 @ 9¼	per ct. prem
Bank, on demand, New York	1 @ 1¼	per ct. dis.
Private, on demand, New York	2 @ 3	per ct. dis.

STOCKS.

DESCRIPTION.	Shares	Paid Up.	Dividend for last 6 months.	Closing Prices per.	Rest or Reserve.	Dividend for last year.	Last Dividend Declared.	When Payable.	Books Closed (Days inclusive.)
Bank of Montreal	$200	All.	4 per cent.	120 @ 121	50 per cent.	8 per cent.	4 per cent.	1st June.	16th to 31st May.
Ontario Bank	$100	All.	4 per cent.	99 @ 100	34 per cent.	8 per cent.	4 per cent.	1st June.	16th to 31st May.
Commercial Bank of Canada	$100	All.	None.	43 @ 44	None.	None.	None.		
People's Bank	$50	All.	4 per cent.	99 @ 100	None.	8 per cent.	4 per cent.	1st June.	16th to 31st May.
Quebec and Lake Superior Mining Company	$100	All.	None.	None.	None.	None.	None.		
Montreal Mining Company	$100	All.	None.	None.	None.	None.	None.		
Montreal City Gas Company	$40	All.	3 per cent.	44½ @ 45	10 per cent.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Grand Trunk Railroad Company	$100	80	None.	11 @ 11½	None.	None.	None.		
Montreal Telegraph Company	$40	All.	3 per cent.	44½ @ 45	10 per cent.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Great Western of Canada	$100	80	None.	11 @ 11½	None.	None.	None.		
Montreal Harbour Bonds	$100	All.	3 per cent.	101 @ 102	None.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Champlain and St. Lawrence Railroad Bonds	$100	All.	3 per cent.	101 @ 102	None.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Montreal Harbour Bonds (4 years) due 1867	$100	All.	3 per cent.	101 @ 102	None.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Montreal Water Works	$100	All.	3 per cent.	101 @ 102	None.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Montreal Harbour Bonds (4 years) due 1867	$100	All.	3 per cent.	101 @ 102	None.	6 per cent.	3 per cent.	1st June.	16th to 31st May.
Montreal Water Works