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STANSTEAD JOURNAL.

PUBLISHED BY L. R. ROBINSON.

\$1.50 PER ANNUM.—\$1.25 IN ADVANCE.

VOL. XI.—NO. 23.

STANSTEAD, L. C., THURSDAY, APRIL 24, 1856.

WHOLE NO. 543.

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THE OCEAN DEPTHS.

A DIVER'S TALE.

The life of one who explores the mysteries of the sea, is not more perilous than fascinating. The charm of terror hangs around it, and the interminable succession of exciting events renders it dear to its professor. Not to the common diver of the East, who can remain but for a fraction of time beneath the wave, and grows as fearful as a man upon a jagged rock, but to the adept in the civilized mode of diving, who, in his protective armor, may remain submerged for hours, and wander, with impunity, for miles along those unknown regions far below the sea. To him are laid open the horrors of the watery creation, and he may gaze upon such scenes as Arabian story tells us were presented to the fearful eyes of Abdallah. To him the most thrilling occurrences of the upper world seem frivolous; for, in his memory, he retains thoughts that may well chill the soul with dread.

I am a diver—a diver for choice—and I am proud of my profession. Where is such courage required as is needed here? It is nothing to be a soldier; a diver, however, but I forbear. I will tell my story, and leave others to judge concerning it.

An appalling shipwreck occurred, not long ago, upon the wildest part of the coast of Newfoundland. The tidings of this calamity reached the ears of thousands; and amid the crowd of accidents which followed in quick succession, it was soon forgotten. Not by us, however. We found that the vessel had sunk upon a spot where the water's depth was by no means great, and that a daring man might easily reach her.

She was a steamer called the *Marmion*, and had been seen going suddenly down, without an instant's warning, by some fishermen near by. She had, undoubtedly, struck a hidden rock, and had thus been, in one moment, destroyed.

I spoke to my associates of the plan, and they approved it. No time was lost in making the necessary preparations, and a short time beheld us embarked in our small schooner for the sunken ship. There were six of us, and we anticipated extraordinary success.

I was the leader, and generally ventured upon any exploit in which there was uncommon danger. Not that the others were brave; on the contrary, they were all brave men, but I was gifted with a coolness and a presence of mind of which the others were destitute. As two persons were needed, in order to explore the *Marmion*, I had selected as my companion a young fellow, whose steadiness and dauntless courage had several times before been fearfully tested.

It was a calm and pleasant day, but the southern and eastern horizon looked deceitful. Small, suspicious clouds were gathered there, ill of aspect, and 'sneaking' fellows, regular hang-dog fellows, 'as my comrade, Rimmer, remarked to me. Nevertheless, we were not to be put off by a little cloudiness in the sky, but boldly prepared to venture.

So deep was the water, that no vestige of a ship's mast remained above the surface, to point out the resting place of the *Marmion*. We were compelled, therefore, to select the scene of operations according to the best of our ability. Down went the sails of our schooner, and Rimmer and I put on our diving armor. We fixed on our helmets tightly, and screwed on the hose. One by one each clumsy article was adjusted. The weights were hung, and we were ready.

'It looks terrible blackish, Berton,' said Rimmer to me.

'Oh,' I replied, gaily, 'it's only a little mist—all right!'

'Ah!' he uttered a low exclamation, which sounded hollow from his cavernous helmet.

'All ready,' I cried, in a loud voice, which they, however, could not easily distinguish. Then, making a proper sign, I was swung over the side.

Down we went, I first, and Rimmer close behind me. It did not take a long time for us to reach the bottom. We found ourselves upon what seemed a broad plain, sloping downward, toward the north. Looking forward then, a dim, black object arose, which our experienced eyes knew to be a lofty rock.

I motioned to Rimmer that we should proceed there.

I cannot tell the strangeness of the sensation felt by one who first walks the bottom of the sea.

There are a thousand objects, fitted to excite astonishment, even in the mind of him who has dared the deed a hundred times. All around us lay the plain, covered by water; but here the eye could not pierce far away, as in the upper air, for the water, in the distance, grew opaque, and seemed to fade away into misty darkness. There was no sound, except the incessant gurgle which was produced by the escape of air from the breast valve, and the splash caused by our passage through the waters. We walked on at a good pace; for this armor, which seems so clumsy up above, is excellent below, and offers little inconvenience to the practiced wearer.

Fishes in crowds were around us. Fishes of every shape and size met our eye, no matter where they turned. They swam swiftly by us; they sported in the water above us; they raced and chased one another, in every direction. Here a shoal of porpoises tumbled along in clumsy gambols, there a grampus might be seen rising slowly to the surface; here an immense number of smaller fish flashed past us, there some huge ones, with ponderous forms, floated in the water lazily. Sometimes three or four placed themselves directly before us, staring at us, and solemnly working their gills. There they would remain, till we came close up to them, and then, with a start, they would dart away.

All this time we were walking onward, along the bottom of the sea, while above us, like a black cloud in the sky, we could see our boat slowly moving upward upon the surface of the water. And now, not more than a hundred yards before us, we could see the towering form of that ebony rock which had first greeted our eyes from afar. As yet, we could not be certain that this was the place where the *Marmion* had struck. But soon a round, black object became discernible, as we glanced at the rocky base.

Rimmer struck my arm, and pointed. I

signed assent, and we moved on more quickly. A few moments elapsed: we had come nearer to the rock. The black object now looked like the stern of a vessel whose hull lay there.

Suddenly, Rimmer struck me again, and pointed upward. Following the direction of his hand, I looked up, and saw the upper surface of the water all foamy and in motion. There was a momentary thrill through my heart, but it passed over. We were in a dangerous condition. A storm was coming on!

But should we turn back now, when we were so near the object of our search? Already it lay before us. We were close beside it. No, I would not. I signalled to Rimmer to go forward, and we still kept our course.

No, the rock rose up before us, black, rugged, dismal. Its rough sides were worn by the action of the water, and, in some places, were covered by marine plants, and nameless ocean vegetation. We passed onward, and clambered over spur, which jutted from the cliff, and there lay the steamer.

The *Marmion*—there she lay upright, with everything still standing. She had gone right down, and had settled in such a position, among the rocks, that she stood upright here, just as though she lay at her wharf. We rushed eagerly along and clambered up her side. There was a low moon in the water, which sounded warningly in our ears, and told us of a swift-approaching danger. What was to be done, must be done speedily. We hurried forward. Rimmer rushed to the cabin door, and I followed him. It was dark; I descended the ladder. I walked into the engineer's room. All was empty here, and all was water. The waves of the ocean had entered, and were sporting with works of man.

I went into the freight-room. Suddenly, I was startled by an appalling noise upon the deck. The heavy footsteps of some one, running, as though in mortal fear, or most dreadful haste, sounded in my ears. Then my heart throbbed wildly; for it was a fearful thing to hear, far down in the silent depths of the ocean.

Pshaw! it's only Rimmer. I hurriedly ascended the deck by the first outlet that appeared. When I speak of first, I speak of the quickest movement possible, when members with so much armor. But this movement of mine was quick; I rushed upward, and I sprang out on the deck.

It was Rimmer! He stepped forward and clutched my arm. He pressed it with a convulsive grasp, and pointed to the cabin.

I attempted to go there. He stamped his foot and tried to hold me back. He pointed to the boat, and implored me, with frantic gestures, to go up.

It is appalling to witness the horror-struck soul trying to express itself by signs. It is awful to see these signs when no face is plainly visible, and no voice is heard. I could not see his face plainly, but his eyes, through his heavy mask, glowed like coals of fire.

'I will go!' I exclaimed. I sprang from him. He clasped his hands together, but dared not follow.

Good heavens! I thought, what fearful thing is here! What scene can be so dreadful as to paralyze the soul of a practiced diver. I will see for myself.

I walked forward. I came to the cabin door. I entered the forward saloon, but saw nothing. A feeling of contempt came to me. Rimmer shall not come with me again, I thought. Yet I was awe-struck. Down in the depths of the sea there is only silence—oh, how solemn! I paced the long saloon, which had echoed with the shrieks of the drowning passengers. Ah! there are thoughts which sometimes fill the soul, which are only felt by those to whom scenes of abnity are familiar.

Thus thinking, I walked to the after-cabin and entered.

Oh, God of heaven! Had not my hand clenched the door with a grasp which mortal terror had made convulsive, I should have fallen to the floor. I stood nailed to the spot. For there before me stood a crowd of people—men and women—caught in the last death-struggle by the overwhelming waters, and fastened to the spot, each in the position in which death had found him. Each one had sprung from his chair at the shock of the sinking ship, and with one emotion, all had started for the door. But the waters of the sea had been too swift for them. Lo! then—some wildly grasping the table, others the beams, others the sides of the cabin—they all stood. Near the door was a crowd of people, heaped upon one another—some on the floor, others rushing over them—all seeking, madly, to gain the outlet. There was one who sought to clamber over the table, and still was there, holding on to an iron post. So strong was each convulsive grasp, so fierce the struggle of each with death, that their hold had not yet been relaxed; but each one stood and looked frantically at the door.

To the door—good God! To me, to me they were looking! They were gazing at me, all those dreadful, those terrible eyes! Eyes in which the fire of life had been displaced by the chilling glisten of death. Eyes which still glared, like the eyes of the maniac, with no expression. They froze me with their cold and icy stare. They had no meaning; for the soul had gone. And this made it still more horrible than it could have been in life; for the appalling contortion of their faces, expressing fear, horror, despair, and whatever else the human soul may feel, contrasting with the cold and glassy eyes, made their vacancy yet more fearful. He upon the table seemed more fiendish than the others; for his long, black hair was disheveled, and floated horribly down—and his beard and mustache, all loosened by the water, gave him the grimness of a demon. Oh, what was and what horrors! what unutterable agonies appeared in the despairing glance of those faces—faces twisted into spasmodic contortions, while the souls that lighted them were wailing and struggling for life.

I headed not the dangerous sea which even when we touched the steamer, had slightly rolled. Down in these awful depths the swell would not be very strong, unless it should increase with ten-fold fury above. But it had been increasing, though I had not noticed it, and the motion of the water began to be felt in these abysses. Suddenly the steamer was shaken and rocked by the swell.

At this the hideous forms were shaken and fell. The heaps of people rolled seaward. That demon on the table seemed to make a spring directly towards me. I fled, shrieking—all were after me, I thought. I rushed out, with no purpose but to escape. I sought to throw off my weights and rise.

My weights could not be loosened—I pulled at them with frantic exertions, but could not loosen them. The iron fastenings had grown stiff. One of them I wrestled off in my convulsive efforts, but the other still kept me down. The tube, also, was lying down still in my passage-way through the machine room. I did not know this until I had exhausted my strength, and almost my hope, in vain efforts to loosen the weights, and still the horror of that scene in the cabin rested upon me.

Where was Rimmer? The thought flashed across me. He was not here. He had returned. Two weights lay near, which seemed thrown off in terrible haste. Yes, Rimmer had gone. I looked up; there lay the boat, tossing and rolling among the waves.

I rushed down into the machine-room, to back, so as to loosen my tube. I had gone through passages carelessly, and this lay there for it was unrolled from above as I went on. I went back in haste to extricate myself; I could stay here no longer; for if all the gold of Golconda was in the vessel, I would not stay in company with the dreadful dead!

Back—fear lent wings to my feet. I hurried down the stairs, into the lower hold once more, and retraced my steps through the passages below. I walked back to the place into which I had first descended. It was dark; a new feeling of horror shot through me; I looked up. The aperture was closed! Heavens! was it closed by mortal hands? Had Rimmer, in his panic flight, blindly thrown down the trap-door, which I now remembered to have seen open when I descended, or had some fearful being from the cabin—that demon who sprang towards me—

I started back in terror. But I could not wait here; I must go; I must escape from this den of horrors. I sprang up the ladder, and tried to raise the door. It resisted my efforts; I put my helmeted head against it, and tried to raise it; the ring of the ladder broke beneath me, but the door was not raised; my tube came down through it and kept it partly open, for it was a strong tube, and strongly expanded by close-wound wire.

I seized a bar of iron, and tried to pry it up; I raised it slightly, but there was no way to get it up further. I looked around and found some blocks; with these I raised the heavy door, little by little, placing a block in, to keep what I had gained. But the work was slow and laborious, and I had worked a long while before I had it raised four inches.

The sea rolled more and more. The submerged vessel felt its power, and reeled. Suddenly it wheeled over, and lay upon its side. I ran around to get on the deck above, to try and lift up the door. But when I came to the other outlet, I knew it was impossible; for the tube would not permit me to go so far, and then I would rather have died a thousand deaths than have ventured again so near the cabin.

I returned to the fallen door; I sat down in despair and waited for death. I saw no hope of escape. Then, there was to be my end. But the steamer gave a sudden lurch, again acted upon by the power of the waves. She had been balanced upon a rock, in such a way that a slight action of the water was sufficient to tip her over.

She reeled, and groaned, and labored, and then turned upon her side. I rushed up her side, I clung to the ladder; I pressed the trap-door open, while the steamer lay with her deck perpendicular to the ground. I sprang out and touched the bottom of the sea. It was in good time; for a moment after, the mass went over back again.

Then, with a last effort, I twisted the iron fastening of the weight which kept me down; I jerked it. It was loosed, it broke, it fell. In a moment I began to ascend, and in a few minutes I was floating on the water—for the air which is pressed down for the diver's consumption constitutes a buoyant mass, which raises him up from the sea.

Thanks to heaven! There was the strong boat, with my bold, brave men! They felt me rising; they saw me, and came and saved me. Rimmer had fled from the horrid scene when I entered the cabin, but remained in the boat to lend his aid. He never went down again, but became a sea captain. As for me, I still go down, only to vessels whose crews have been saved. It is needless to say that the *Marmion* was never again visited.

MANAGING A HUSBAND.—How do you manage your husband, Mrs. Croaker? Such a job as I have of it with Smith!

'Easiest thing in the world, my dear; give him a twinge backward, when you see, him to go forward. For instance, you see, to-day I had a loaf of cake to make. Well do you suppose because my body is in the party room that my soul had been there too? Not a bit of it. I am thinking of all sorts of celestial things the while.'

'Now Croaker has a way of tagging round at my heels, and bringing me plump down in the midst of my aerial flights, and asking me the price of the sugar I'm using.'

'Well, you see, a drowsy one, and when I wake up this morning, and saw this furious storm, I knew I had him on my hands for the day, unless I managed right; so I told him I'd be taking care to go out to catch his breath this weather; that if he wasn't capable of taking care of himself, I should do it for him; that I wanted him to stay at home and talk with me; at any rate he mustn't go out; and I hid his umbrellas and india rubber.'

'Well, of course, he was frightened up (just as I expected) and in less than ten minutes was straggling down street at the rate of ten knots an hour.'

'You see there's nothing like understanding human nature; no woman should be married till she is thoroughly posted up in this branch of her education.'

'Have you read my last speech?' said a proxy M. P. to a friend. 'I hope so, it was the satisfactory reply.'

GRAND TRUNK RAILWAY.

The following letters were submitted to a meeting of the English Stockholders, on the 7th of March:—

56 LOUNDES SQUARE, London, Feb. 16, 1856.

My Dear Sir,—I wish to write to you as respectfully, but yet frankly, as to the present state of the Grand Trunk undertaking.

You have of course been long aware that the state of the money market here has been such as to occasion great difficulty and embarrassment in the conduct of all operations, not positively ascertained in their results, and that the effect has been felt in a more than proportionate degree by the parties interested in carrying on the great enterprise in which we are all embarked.

It is perhaps unnecessary to advert to the causes which have contributed to this result, but I may say to you, that there has been a systematic effort, not unsuccessful, to depreciate and disparage the undertaking on the part of a rival interest and by others, who have not forgotten the disappointment of expectations formed with or without sufficient reason.

Whatever the reason, however, a general and fixed impression has taken possession of the public mind, that the prospective advantages of the undertaking have been greatly exaggerated, and that, judging from the actual experience of the working of the eastern portion of the line, there is no reasonable assurance or even prospect of a remunerative return for their investment to the holders of shares in the undertaking.

You will not fail to perceive that this state of things is pregnant with the most serious consequences to all parties interested; as respects the contractors, who have to provide from their own resources a large portion of the capital remaining to be expended, taking in return shares of which the market value is merely nominal, and which, in case of pressure by sales, would become really evanescent, I leave you to judge how heavy, how intolerable would be the burden so imposed.

Assume, for the purpose of this communication, that the exigencies of the case were to compel the contractors, in self-defence, to take up a position of antagonism or passive opposition, what would be the effect? The utter destruction of the available value of the shares—anger and discontent among the large body of influential capitalists in this country, and a complete, and wholly unfounded, that by statements put forth in the prospectus, and backed by the highest position, personal and official, in the Province of Canada, they had been induced to embark in an undertaking which, it now appears, had none of the advantages or prospects so confidently set forth.

That the effect of this would be to shut up altogether the only source from which Canada can hope, for many years to come, to derive material aid for her public undertakings, no man can doubt, and I do not think I am exaggerating, when I say that a more fatal blow could not, by any possibility, be aimed at the rising prosperity and future development of our most favored and promising colony.

Something, therefore, it is clear, must be done to extricate all parties from the false and embarrassing position in which all alike are placed. It is but lately that my own personal attention has been directed to this matter; but having now found it necessary to bestir myself, I have taken such steps as seem to me best for restoring or improving the condition of our undertaking.

And, first,—I addressed myself to the Boards of the Grand Trunk and of the Great Western Companies of Canada, with a proposition which seemed to me equitable in its principles and equally beneficial to both companies. The idea of that proposal was, an amalgamation of the western portion of the Grand Trunk undertaking, that is, from Montreal to Toronto and St. Mary's, with the undertaking of the Great Western Company, so as to obviate competition, reduce expenses of working establishments, and, as far as practicable to turn the traffic coming from the west into the channel of the Grand Trunk line.

I have no doubt that the scheme so proposed by me is perfectly sound and legitimate, and that it ought to be adopted by both companies, but I have reason to apprehend, that parties, but I have reason to apprehend, that parties have been suggested by way of alternative, but I have no confidence in the acceptance of any of them, and doubt whether, even if accepted, they would materially improve our position.

I am therefore driven to consider in what other way the result can be effectually obtained, with the greatest amount of disadvantage to any, and the least probable amount of benefit to others, and it appears to me, and to others with whom I have taken counsel, that there is no practical or effectual course, but in the arrangement in which we are all placed, but in the interposition and aid of the Provincial Government of Canada.

Now the way in which it occurs to me that this assistance may be afforded with the greatest amount of good and the least possible detriment, is thus—We have all proceeded on the assumption that when the line was made the traffic in actual operation, a return would be made upon the capital employed; the remuneration to the Shareholders; the amount of that return may have been exaggerated, but making every deduction for our genuine calculations, it would indeed be strange if the net resulting profit could be brought down from the 11-1/2 per cent. promised, to an amount below five per cent.

There would, therefore, practically be no risk to the Provincial Government of Canada in giving its guarantee for a minimum dividend of 5 per cent. upon the share capital. Taking the worst and lowest view of the probable results, any deficiency which in the first years working might occur, would be more than amply compensated by the excess in subsequent years; when traffic had attained a fair development, and it would be easy therefore to make good and compensate any such deficiency out of that excess.

I take it therefore, that practically no risk of loss would be incurred by the Government in undertaking a guarantee to the limited amount of 5 per cent.

But the effect of such an undertaking on the part of the Government would be most beneficial, and most important as respects the future interests of the country; it would at once restore confidence, and would give an assured and permanent value, it would enable the contractors to complete their engagements without incurring loss to themselves, and in such a manner as to confer the greatest amount of benefit on the country, and which is perhaps the most important of all, it would justify the Government and people of Canada in again resorting to this country for aid in future enterprises and enable them to proceed with confidence in receiving such aid when required.

The proposal is by no means a novel one, in principle; it has been acted upon though with some variations in the application, in the whole railway system of France. All the railway undertakings there have received in some shape or another, support and assistance from the Government, and the effect has been, as is notorious, that on the one hand, the Government has never been called upon to advance a shilling of dividend in respect of its guarantee, and that on the other hand the railway interests of France are the most prosperous, and the administration of the railways the most perfect of any in Europe.

The consideration for the aid so afforded has been, and is, the reverting after a fixed period, say of 99 years, of the whole property of the several railways to the State, as an advantage which though apparently remote and little affecting the value of the undertaking as a property, is nevertheless no inconsiderable benefit to the State itself.

Now there would be no objection to a like arrangement in the present case—for it cannot be doubted that the consent of every individual member of the Company would be freely given to such an arrangement in return for the immediate benefit to be derived from the guarantee before mentioned, and as a further inducement to the Provincial Government, it might be proposed, and I am sure would be gladly accepted, that the Company should take upon itself the obligations of raising a further capital, upon a like guarantee, to the extent of, say an additional three millions, to be applied to the future exigencies of the Canadian railway, for the more complete development of the internal communications.

The summary of my scheme, therefore, is—'A guarantee of 5 per cent. on the share capital of the Grand Trunk Company.'

'An undertaking on the part of the Company to subscribe an additional three millions on the like guarantee upon that amount—any deficiency borne by the Government to be made good out of future net earnings beyond 5 per cent. dividend.'

'The whole undertaking to revert to the State in absolute property at the expiration, say 99 years.'

I believe that this scheme would remove all difficulties, and I am quite sure that without this or some such scheme, the difficulties are insuperable.

Will you kindly take this suggestion into your earliest and immediate consideration, and communicate to me, frankly and unreservedly, your views upon the subject, and particularly upon the chances which exist of carrying it into effectual accomplishment.

If anything should occur to you as more likely to secure the end in view, I need not say how much I should be obliged by your communicating it to me—meanwhile believe me, my dear Sir,

Yours truly, THOMAS BRASSEY.

The Hon. John Ross, &c.

56, Loundes Square, London, Feb. 21, 1856.

My Dear Sir,—Since I wrote to you by the last mail, I have, as you may suppose, been reflecting very anxiously on the position of affairs of the Grand Trunk, and conferring with my colleagues and others interested in our common enterprise.

Further investigation has fully satisfied me that some such scheme as that presented in my last communication is indispensably required, but it has occurred to me that objections may be raised on your side of the water which it will be necessary to remove before a reasonable hope can be entertained of carrying our object into effect.

It may be said that this is a Contractor's question and the real, though not the ostensible object, is to give a value to the shares for their benefit; and a notion may exist that however onerous upon the Contractors may be the obligation to take payment in shares at the present price, still their profit upon that contract as a whole, will be sufficient to counterbalance any loss resulting from such depreciation.

In anticipation of this objection, I have caused to be made out an accurate and detailed statement of the result of the operation to us as Contractors, from the commencement up to the present period, and an estimate based upon present prices, of what remains to be upon the exclusive of the Bridge, of the cost at which and the means by which it is to be done; and without troubling you with the details of this account, it will be sufficient, for the present, to say, that even supposing it possible to realize at present prices, the Bonds and Shares in which the greater portion of the future payments are to be made, the result would be a loss of no less than a quarter of a million.

In the face of such a fact, I think that it can hardly be contended that even as contractors we are not entitled to some consideration. I repeat, however, that this is not my main object; but that it is as a shareholder, and in the interest of the Shareholders generally, and of all concerned, that I put forward a suggestion which I sincerely believe affords the only escape from the difficulties and embarrassments of our position.

Another objection which it has occurred to me may be stated is that the Canadian Government may decline to anticipate the proposition of a guarantee upon that portion of the Grand Trunk capital which represents and is invested in the Atlantic and St. Lawrence undertakings, and that they may not without show

of reason, say, that with that portion of the railway, which runs through the territory of another state, they have no legitimate concern. I think it will not be difficult to answer this argument on grounds, the justice of which must be admitted; but I content myself for the present in saying, that this involves only a question of detail, which may be discussed and disposed of hereafter.

My principal object in writing to you is to urge you in the strongest and most urgent manner to prepare the way for action in and out of Parliament, in order to the accomplishment of the object in view. Every day's experience convinces me more and more that our hope is in the Canadian Government. Even the return of peace which has given an impetus to all other securities has had no effect whatever, in improving ours, and it is to be feared, and indeed is almost certain that it wants only the least external pressure to reduce the Company's Bonds to a serious discount, and to render the shares absolutely unsaleable.

Under all the circumstances, I have determined on proceeding, together with my friend Bette, at the earliest possible opportunity, to Canada, and shall be glad when there to develop the views which I entertain, and to afford any further explanation which may be desirable as to the actual state and prospects of the undertaking. Meanwhile, my dear Sir, permit me to entreat you to use every possible exertion and influence in preparing for an early and successful application to the Provincial Parliament to be most strongly urged as it seems to me are all on the one hand, the very remote chance of loss or even inconvenience to the Canadian Government from the proposed guarantee, and the absolute certainty of any temporary loss being made good out of future profits. The advantages resulting to the State from having the reversion and ultimate proprietorship of the undertaking, and the certainty that by the adoption of a scheme so simple and beneficial, our great undertaking will be carried out with great credit to all concerned and to the incalculable benefit of the Canadian people—and on the other hand, if this or some expedient of the like kind be adopted, the discredit which will attach on all who were concerned in promoting the undertaking, and upon whose representations the capital was subscribed—the delay in the completion and bringing into profitable operation of the railway—and lastly the impossibility of procuring from the English public such further capital, as may be required for developing the resources and advancing the material prosperity of the colony.

Do not allow any objections which may be suggested to the details or working out of this scheme to influence your judgment, because I feel certain that there are none which upon discussion and by compromise may not be satisfactorily removed.

I am yours very truly, THOMAS BRASSEY.

The Hon. John Ross, &c.

The following letter from Mr. Robert Stephenson, addressed to Mr. Brassey, shows in what light that eminent Engineer regards the proposition:—

My Dear Sir—I have read your letters to the Hon. John Ross, and I trust sincerely, that your suggestions which I think quite reasonable, will be acted upon. Without some such movement on the part of the Canadian Government, I greatly fear the progress of Railways in that country will be arrested for some time.

Yours faithfully, ROBERT STEPHENSON.

THOMAS BRASSEY, Esq.

MR. BARNUM ON HIS OWN MISFORTUNES.—The following letter appears in the Providence Journal:—

New York, March 25.

'Gentlemen, I fear that my poor thanks are about the most valuable article that can be thought of; but I cannot withhold them from a full and grateful heart, after reading your kind editorial of the 23d inst. Such favors at this time are all the more precious from their rarity.'

'I have no desire to extenuate my faults, but I never knowingly wronged any man. My hunches were gotten up more for the fun of the thing than anything else. I loved to make money, but not better than I loved to spend it. I gave \$20,000 per annum in charity for the last ten years, and if I had not been a 'jerkass,' impulsive and confiding, I should not have been ruined. I have paid and secured all my personal debts, offered clock creditors \$100,000 to erase my name from all the Jerome paper, but they have proved bigger asses than I was, for they, by refusing to be lured by my property, forced me to immediate sacrifices in order to pay my private debts, and thus they got nothing from my estate, and lost all.'

'I have no ambition to 'try again,' for what is the use, when \$400,000 are hanging over my head? I can always earn my living, and shall try for nothing more. It is hard, at my time of life, to lose all, but I trust I can muster sufficient philosophy to enable me to bear under it. Again thanking you most sincerely, I am truly yours,

P. T. BARNUM.'

A young lady left her church and joined another. Meeting her old pastor shortly after, he said, 'Good morning, daughter of the devil!'

'Good morning, father,' she replied.

Horace Mann, alluding to ill ventilated school-rooms said:—'To put children in a short allowance of fresh air, is as foolish as it would have been for Noah, during his deluge, to put his family on a short allowance of water. Since God has poured out an atmosphere of fifty billion drops, it is enough to make a miser weep to see our children stifled in breathing.'

Old King Lear, in the play, when he was out in the storm, said in his apostrophe to the rain, wind, thunder, and fire, 'You owe me

PROVINCIAL PARLIAMENT. LEGISLATIVE ASSEMBLY.

Toronto, April 19. Mr. Chisholm moved that an address be presented to His Excellency in return for the amount of debentures issued to the Grand Trunk Railway Company of Canada, since 19th May, 1855, the day on which the Act 18 Vic. cap. 174, received the Royal assent, with the authority for the issue of the same.

Mr. Brown moved an amendment, that the main motion be amended by adding the following words at the end thereof: "And also allowing the whole amount received by the Grand Trunk Company in Parliament, of shares and bonds of the Company, and of Provincial debentures respectively; the amount of which the proceeds of said shares, bonds, and debentures have been expended; the debt, and by the said Co., the estimated cost of completing the works of said Company, and the stock and funds yet available to the Company for their completion."

Mr. Dorion (of Drummond) moved to amend them, so as to vest the said "estates in the Common School fund, and that £5,000 should be appropriated annually for superior education, to be distributed among the Municipalities, on the basis of population."

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Stansstead Journal. THURSDAY, APRIL 24, 1856. First Side: Upon our first page will be found a curious story from Putnam's Monthly for April—the celebrated Brasses Letters, and items. Fourth Page—Poetry, Agricultural items, &c.

REVENUE FOR 1851. Customs and Excise £1,214,877. Crown Lands 102,399. Public Works 108,527. Bank Imposts 26,760. Other sources 89,154. Total £1,522,027.

REVENUE FOR 1855. Customs and Excise £1,217,000. Crown Lands 125,800. Public Works 100,000. Bank Imposts 22,500. Other sources 69,500. Total £1,522,027.

Correspondence. Toronto, April 12, 1856. Sir, Another week has rolled away and although many important events have without doubt occurred, the Legislative wisdom and energies of the country have been but little taxed.

A Rover.—A young man named Benjamin Hadlock, left town quite suddenly on Sunday evening last, after having stolen some \$25 or \$30 from a person stopping at Chadwick's hotel. He reached Island Pond in time for the morning train.

Peace Declared! The Baltic brings the important announcement that the members of the Paris Peace Conference have signed a Treaty, and that it only awaits the formal exchange of ratifications to become binding upon the contracting Powers.

Arrival of the Steamer Baltic. The Treaty of Peace Signed. New York, April 17. The steamer Baltic is at anchor outside the bar. Her papers arrived up at 11 1-2 o'clock, without previous announcement.

Arrival of the Steamer Baltic. The Treaty of Peace Signed. The Paris correspondent of the London Times says a Council of Ministers was held at Tuilleries at half past 11, and remained till 12.

Arrival of the Steamer Baltic. The Treaty of Peace Signed. The Emperor presided, and gave his last instructions, and Count Walowski returned to his official residence to receive the plenipotentiaries. He came at half past 12, and after the treaty was read over to them, proceeded to sign it.

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The income for the past year exceeds only by a few thousand pounds the expenditure, and the interest now due and shortly to become due on Provincial Bonds, still payable in London, which have been issued to the Grand Trunk, will give rise to the necessity of increasing the revenue.

You will remember that last year, at the time Mr. Cayley reduced the customs duties somewhat, many members, backed by the City of Montreal, urged very strenuously still further reductions. The House, relying on its finance minister, resisted, and the result shows the propriety of so doing.

You have seen Mr. Cartier's elementary education resolutions. They are meagre in the extreme; in fact there is but one thing of any value in them, the power to Municipalities to raise more money was necessary, and this power is given. I would like to see the scholar fees abolished, and resort at once to the assessment roll for the necessary means of supplying any deficiencies. The annual grant is now quite too small, and these resolutions propose to filter away a little more of it, besides giving to the Secretaries an additional three per cent.

The estimates for Public Buildings for Parliament have been brought down, a call of the House will take place on Monday fourteenth instant, and the engrossing subject will be again taken up, and it is to be hoped for the honor of public men and the welfare of Canada, finally settled.

Yours, &c. X.

FOUR DAYS LATER.

Arrival of the Steamship Africa.

Steamer Seen in the Ice off Newfoundland!

NEW YORK, April 19.—The steamer Africa reached her dock about twenty minutes past 5 o'clock this afternoon. She brings about 100 passengers.

The following from Lloyd's List, may or may not have reference to the missing Pacific:

FIGUERIA, March 24.—The Shipwith, Capt. Ryan, which left St. Johns, N. F., Feb. 13, has arrived here, and reports that in coming off the Newfoundland coast she fell in with ice to the distance of 200 miles from the land, and saw the lights of a steamer in the ice.

The Peace.

It may be confidently expected that the year 1857 will be far advanced before the last man, and the last cargo of shells can pass the Dardanelles, on their way homeward, nor can we think that any haste is necessary in completing the evacuation. The presence of the Western forces in the East is now only a question of months. The British army is said to be provided with food and necessaries for nearly twelve months.

PARIS, April 3.—P. M.—The details connected with the Danubian Principalities, and the liberties of the christian subjects of the Porte, are the points to be arranged in the renewed Conference. The Porte objects to any occupation of Turkey by the allied forces, and it is possible that the point will be waived, if the powers are satisfied as to the safety and privileges of christians.

If the return home of the allied armies is performed leisurely, the feeling in official quarters is that a sufficient force will remain for many months to keep fanaticism in check. It grows confirmed that the situation of Italy will form a subject of deliberation before the Conference dissolves.

ST. PETERSBURG, April 2.—By an Imperial Manifesto, peace is proclaimed, the object of the war having been gained by the security acquired for the privileges of christians in the East. It is added—a fresh frontier line for Bessarabia has been conceded.

THE DEFEAT OF WALKER'S TROOPS.—New York, April 18.—The Courier & Enquirer contains the following letter to a mercantile house in this city, from a reliable correspondent in Costa Rica:

"Last evening arrived notice of the first victory gained over Walker's people. They say 400 filibusters had taken possession of the hacienda of Santa Rosa, a very advantageous position, situated on the top of a hill, and surrounded by some 500 fired yards. The Costa Ricans, in force 500, fired only once, and then rushing on with the bayonets, cleared them out in 14 minutes, and took possession of the ranch. Several letters have arrived, besides the army dispatches, all agreeing in the circumstances, so that beyond a probable exaggeration of the number of the Yankees, there is no doubt of the victory. It took place at 4 o'clock in the afternoon, and they were to be pursued early next morning by mounted troops, and it is said they are between three of the corps of the Costa Rican army, and in a country where there is not a drop of water, so that they are in a bad way unless they can reform, and cut their way through.

One of the prisoners says it is a party who came from San Juan del Sur; fell in with a patrol of 8 men, whom they murdered, and then came on to Santa Rosa. It seems all the prisoners were condemned on account of the aforesaid murder. An English man-of-war ought to arrive to-day at Punta Arenas, as she was seen outside by the steamer Oregon. The French man-of-war has sailed from Panama for the same destination. The French have orders to treat Walker and his men as pirates, if caught on the water.

The St. Lawrence has broken up. At the latest advices the ice had shoved badly opposite Montreal, and Loaguil was partially flooded.

MARKETS.

BOSTON PRICES CURRENT. BUTTER, choice, 23 a 00; Good, 19 a 21; CHEESE, 9 a 11; CORN, Western Yellow, 0 65 a 0 77; do White, 0 59 a 0 62; OATS, Northern, 00 a 45; Flour, per barrel, 6 75 a 16 00.

Hors, first and best, 1854, 40 a 58; Wool, domestic, per lb, 45 a 48; Full blood, 42 a 45; 1-8 and 3-4 blood, 38 a 42; Common 1-4 blood, 35 a 38.

Cambridge Cattle Market.

WEDNESDAY, APRIL 15, 1855. At market 632 Cattle, 582 Beaves and 50 Stores, consisting of Working Oxen, Cows and Calves, yearlings, two and three years old. Prices—Market Beef—Extra, (including nothing but the best large Oxen well stall-fed at least one year) \$9.00 a 9.00 per cwt.; 1st quality, (consisting of large fat Oxen, stall-fed at least several months) \$8.00 a 8.50; 2nd quality, (consisting of the best grass fed Oxen, the best stall-fed Cows, and the best three years old Steers), \$8.00 a 8.25; 3d quality, \$7.50 a 8.00; ordinary, \$7.

Hides—\$7.00 per cwt. Tallow—\$8.00 a 8.50 per cwt. Pelts—\$1.00 a 1.75. Calf Skins—13 a 14. Fat Calves—4 a 5. Working Oxen—From \$140 to \$12. Cows and Calves—From \$42 to \$72. Two years old—From \$25 to \$59. Three years old—From \$20 to \$72. Sheep and Lambs—2005 at market. Prices—Extra from \$7 to 12. By lot, from \$2.75 to 6.

MARRIED.

In this town by license on the 17th instant, by Rev. R. V. Hall, Mr. Archibald Corey to Miss Eliza Ann Magoon, both of Stanstead.

New Advertisements.

AUCTION SALE.

Will be sold at Public Auction, at the house of JOSEPH B. NORTON, near Libby's Mills, Stanstead, on Thursday, May 1, at 10 o'clock, A. M., the following property, viz:

2 good Mars in foal, one 7 and the other 4 years old, and a good Single Wagon, unless previously disposed of; 3 Cows and Calves; 3 Sheep, 1 Sow in Pig, 3 Yearlings, A quantity of Wheat, Oats and Corn, 200 lbs. Maple Sugar, 100 lbs. Salt Pork, And a lot of Farming Tools, Household Furniture and other articles too numerous to mention. M. DIXON, Auctioneer.

Spring Fashions just Received!

Millinery and Dress-Making. MISSES BODWELL & WILLIAMS would say to the Ladies of Stanstead and vicinity, that they are ready with their newly arrived

Spring Fashions,

to suit the most fastidious tastes. Orders in either branch executed with neatness and dispatch. Thankful for the liberal patronage they have received during the past season, they hope to merit a continuance of the same by strict attention to the wishes of their customers.

Shop over A. T. Foster's Store, Rock Island, Stanstead, April 23, 1855.

SALE POSTPONED.

NOTICE is hereby given that the sale of the Subscriber's VILLAGE LOTS in the Village of Magog, is adjourned to the 10th of May next, at 10 o'clock, P. M. HIRAM MERRY, 543w2

Seeds.

PRIME Northern Clover, Carrot Seed, Garden Seeds of all kinds, Timothy, Rutabaga, and Flat English Turnip seeds, for sale by A. T. FOSTER, April 22.

NOTICE.

ALL persons are hereby forbidden to trust my wife DOBLY HULL, or any other person on my account, as I shall pay no debts contracted by her, or others, after this date. WILLIAM HULL, 543w3

Writing School.

Where Intellect predominates, the Arts are honored.—Dunlop.

Mr. HARRINGTON,

PROFESSOR of Penmanship and Stenography, announces to the Inhabitants and Academic Institution of Stanstead, that if he meets encouragement—which he respectfully solicits—he will give a course of Instruction in PENMANSHIP, commencing, probably, next Monday evening.

Being a stranger at Stanstead, he presents in evidence of his professional ability, a few brief extracts from Editorial announcements: Mr. Harrington has taught Penmanship in many of the Townships in this County, with great success.—Sherbrooke Gazette.

As a perfect Teacher, Mr. Harrington is so well and favorably known in the Eastern Townships, that any commendation on our part would be superfluous.—St. Francis Telegraph.

Mr. Harrington is an excellent Penman, and every way qualified for the profession.—Missquoi News.

We know Mr. Harrington to be a good Penman, and competent to teach others so to be, therefore can recommend him with confidence.—North Union, April 17, 1855. 542

NEW FIRM

AND New Goods. THE Subscribers having formed a Partnership in business, would respectfully inform their customers and the public that they have received heavy supplies from Boston, making their stock large and complete of all kinds of Goods usually procured in that city.

Ambrystones!

HAVING taken Rooms over FOSTER & COBB'S Store, Derby Line, is now prepared to take those beautiful and ever changing Pictures on glass. The art is now carried to such a degree of perfection that Ambrystones are everywhere admired, and are rapidly taking the place of Daguerrotypes in cities and other places where they can be obtained.

These pictures are taken and finished in a manner to resist the action of the elements, and will retain their brilliancy for ages. Pictures taken of all sizes, and Daguerrotypes copied and enlarged or diminished. These pictures are taken equally well by top or side lights, and in any weather. The time of sitting is only about one-tenth of the time required for taking a good Daguerrotype.

The public are respectfully requested to call and examine specimens. J. L. WISWELL, 542 Derby Line, April 15, 1855.

Auction Sale.

Will be sold at Public Auction, at the residence of W. F. GOULD, on the west of Barston Corner, on Saturday the 3d day of May next, at 10 o'clock, A. M., the following property, viz:

A FARM, consisting of 100 acres of wooded land, and 50 acres of betterments, known as the George Baldwin Farm, with a good House, Barn and Shed thereon. 10 tons first quality Hay; 100 bush. Oats; 100 bush. Potatoes; 1 matched pair Horse Cows, 2 years old; 1 good two-horse Wagon; 3 Harnesses; 1 Single Sleigh; Farming Implements, Household Furniture, and other things not necessary to enumerate. Terms of sale for the Farm—\$300 down, and the balance in one year.

Other articles—Under \$5, cash. Over that sum, eight months' approved notes on interest. Sale to commence at 10 o'clock precisely. SAM'L HUMPHREY, Auctioneer, 542

Crockery and Glass.

THE most complete stock ever offered for sale here, up stairs at the Mammoth. April 10. HASKELL & KATHAN.

Wet and Dry Groceries.

PORK, Lard, Fish, Oils, Teas, Tobacco, Coffee, Spices, Nails and Glass, Sold Wholesale or Retail, by Rock Island, April. HASKELL & KATHAN.

FURNITURE

IS THE ARTICLE AT THE MAMMOTH. As for assortment and prices, we defy competition! HASKELL & KATHAN, Rock Island, April, 1855.

Mill Saws, Grist Stones,

WAGON AXLES and Springs, Long Clover Seed, Orange Grod, Rutabaga & Eng. Turnip do, Herd's Grass do. For sale low by HASKELL & KATHAN, Rock Island, April, 1855.

BOUND WEST!

NOW IS YOUR TIME FOR A GREAT BARGAIN! ON the premises, will be sold at Public Auction, on Friday 25th of April, (unless disposed of at private sale) the subscriber's FARM, situated about one mile South of Derby Line. Said Farm is one of the best localities in the County, consisting of 140 acres of excellent Land, well fenced with cedar, and has running water at the house. There is an excellent cedar swamp on the place, plenty of Spruce timber, and a Sugar Orchard of 250 trees within 20 rods of the house, also a good Hop Yard and Hop House, and plenty of firewood.

The buildings are in a good condition, having been thoroughly repaired within a few years. All of the Household Furniture, consisting of Bedsteads, Bureaus, Tables, &c. 1 six years old Mare in foal, 1 six years old Horse, 1 2 years old Colt, 2 Cows, 1 Sheep, 100 bushels of Oats, 20 bushels Corn, 6 bushels Rye, 1 two horse Wagon, 1 Single Wagon, 1 Single Sleigh, 1 Plug, fitted for two horses, 3 good Harnesses, 1 Plow, 2 Harrows, Chains, &c. Terms made known on the day of sale.—Sale to commence at 10 o'clock, A. M. S. S. WEBSTER, Derby Line, Vt., April 3, 1855. 540w4

NOTICE.

PUBLIC NOTICE is hereby given, that on Thursday, the 8th day of May next, at the hour of ten o'clock in the forenoon, the Municipal Council of the County of Stanstead, after having heard the County Superintendent and parties interested, will proceed to the examination of the County Superintendent's report on the petition of certain Inhabitants of the Municipality of the Township of Stanstead, praying for the erection into a separate Village, Municipality of a certain tract of land therein mentioned. L. K. BENFON, S. T.

Land Surveying.

THE subscriber begs to inform the public in general, that having an engagement at Stanstead in Land Surveying, will feel happy in tendering his services to any one requiring them. For further information apply to Chas. C. Colby, Esq., Advocate, Provincial Land Surveyor.

Which will you have?

PERRY'S HUNGARIAN BALM! Or LYON'S KATHARION! Both for sale by Jan. 30 BAXTER & HALL.

LYON'S KATHARION.

The Ladies have prohibited this article to be, by far, the cleanest and most delightful preparation ever used; and from their verdict, in such matters, there is no appeal. Their decision is certainly well grounded for its wonderful efficacy in restoring, preserving and beautifying the Hair; cleansing it from dandruff and all other impurities; curing nervous headaches, &c. together with its delightful perfume and the perfect cleanliness and delicacy, (the result of the great care taken in its preparation) have made it the most universally popular article of the kind in the world. Sold everywhere, in large bottles, for only 25 cents. HEATH, WYNHOFF & Co., Proprietors, 540w4 63 Liberty-st., New York.

NEW ESTABLISHMENT.

THE undersigned begs to announce to the inhabitants of Stanstead and surrounding country, that he has opened, on the south of Wain's Hotel, Stanstead Place, a Tin Shop, where he will keep constantly on hand a general assortment of TIN, SHEET-IRON, BRASS & COPPER WARE, Wholesale and Retail. Also, RUSKIA IRON SINK PANS, SAR SPOUTS of I. I. Tin, a superior article, Sugar Ladles, &c. &c., all of which he will sell at a low figure for cash, produce, or short approved credit. A. HALL, Stanstead, February 27, 1855.

Passumpsic Railroad NOTICE.

SUBSCRIBERS TO PREFERRED STOCK in the Consolidated and Passumpsic Rivers Railroad, are hereby notified that the following assessments have been made: 1st cent, April 1, 1855. 2d cent, July 1, 1855. 3d cent, Oct. 1, 1855.

KILBORN & MORRILL

HAVING MADE COMPLETE THEIR Fall and Winter Stock of GOODS,

are desirous of seeing as many of their friends as may feel disposed to favor them with a call, feeling that with an opportunity of exhibiting their well assorted variety, they may, without incurring the customary blast, do at least a fair share of trade. Stanstead, November 14, 1855.

Stoves! Stoves! Stoves!

THE subscriber has this day received and offers for sale one of the best assortments of Stoves ever offered for sale here, consisting of No. 4 Dampier Stoves, (without Jumper) do " 8 and 9 "Western State" Stove and Pan; " 8 and 9 "Star of the West" do do " 8 and 9 "National Improved" do do " 8 and 9 "Improved Morning Star" do do " American Premium Air Tight" do do " 1, 2 and 3 "Ocean Air" do do " Yankee Notion" Cooking do do Box Stoves.

The above being the most varied assortment ever offered here, and purchased from the manufacturers direct, the subscriber invites an inspection of them by intending purchasers, and feels assured the price and article will suit all. G. R. HOLMES, Rock Island, August 15.

NOTICE.

A good workman at the Boot and Shoe Business, wishing to settle, will find a first rate location at Barston Corner.

For Sale.

A New Dwelling House at Barston Corner, 32x28, thoroughly finished, and well adapted to the convenience of a small family. HUMPHREY & BULLOCK, Barston Corner, Jan. 15th, 1855. 538

MAN, CLOTHE THYSELF!

J. F. PROSWELL TAKES pleasure in announcing to his friends and patrons generally, that he has taken Room over THORNTON & DAVIS'S Store, COATICOOK VILLAGE, where he is engaged in the

TAILORING BUSINESS

in a manner that cannot fail to suit customers of taste pleased with a well fitting garment. All garments made by him warranted to fit. Cutting done for others to make at short notice. Coaticook, January 28, 1855. 531m2

Now is Your Time!

WISHING to reduce our stock, we offer anything in the way of Winter Dress Goods, Shawls, Furs, &c. at a great discount for Cash or Ready Pay.

Anything in the line of Plain or Figured De-Laines, Cashmires, Goujons, Gala Plaids, Alpaca, Velvets and dress Goods, will be offered at prices that will insure a sale.

We have also in stock a first rate lot of Green and Black TEAS, TOBACCOS, COTTONS, &c. &c. which we will sell as low as can be in this vicinity. BAXTER & HALL, Rock Island, Jan. 30, 1855.

SELLING OFF!

THE Subscribers, wishing to reduce their stock of Winter Goods, to make room for Spring Arrivals, will sell anything in the way of Winter Dress Goods, Furs, Shawls, &c. &c. at greatly reduced prices for cash or ready pay. PATTON & Co. Stanstead Place, Feb. 20, 1855.

NOTICE.

THE Subscriber begs respectfully to inform the Inhabitants of Stanstead and vicinity, that he still continues his business at the old Stand Rock Island. He has in operation Machinery for PLANING Boards and Cleats of all kinds, and for MATCHING and JOINTING Casings, Floor Boards, &c. Jobs of all kinds MADE TO ORDER. He will keep on hand DOORS and SASHES at moderate prices. The patronage of the public is solicited. J. C. BUTTERFIELD, Rock Island, Jan. 24, 1855. 531

MISSIS J. & M. YOUNG,

TAKE this opportunity to thank the Ladies for the patronage they have received since they commenced MILLINERY & DRESS MAKING on Rock Island, and hope by strict attention to their business to merit a continuance of the same. All orders executed with elegance and dispatch on the shortest notice. THE LONDON, PARIS & NEW YORK FASHIONS received every month. CHARLES MODERATE, Rock Island, October 10, 1855. 516

Velvets.

FIRST rate styles for Dress, at BAXTER & HALL'S, Nov 27, 1855.

THE BOSTON JOURNAL.

THE NEW ENGLAND FAMILY NEWSPAPER. New Type and a New Press. GREAT REDUCTION TO CLUBS!

Encouraged by the very liberal patronage heretofore bestowed upon the JOURNAL, and in accordance with the spirit of the present age, the proprietor has decided to reduce the price of the WEEKLY JOURNAL to clubs, to the following rates:

One copy, one year \$2.00 Two copies, one year, to one address . . . 3.00 Five copies, one year, to one address . . . 10.00 Ten copies, one year, to one address . . . 20.00 PAYMENT TO BE MADE IN ADVANCE.

At the expiration of the time for which advance payment had been received, the paper will in all cases be stopped. By the adoption of this cash system, the employment of agents to collect subscriptions will be unnecessary, and their expenses will be saved to the subscriber.

THE BOSTON JOURNAL has for many years confessedly stood at the head of the newspaper press of New England. This position was attained not through any special effort on the part of its publishers, but because it has been so far surpassed by no other paper in the community might with propriety introduce into his family circle, to be read by his children and from which he might draw for them both instruction and entertainment. With such a character it has earned the position it occupies; and the fact that its circulation is much larger than any other paper of its class in New England; is the clearest proof of the estimation in which it is held by the reading community.

It is our purpose now to greatly extend the circulation of the WEEKLY JOURNAL. Preparatory to doing this, we have procured NEW AND BEAUTIFUL TYPE, with which to print it and have also ordered JOE'S SIX CYLINDER FAST PRESS, with which we can print FIFTEEN THOUSAND COPIES AN HOUR. This press will enable us to hold back our forms to a very late hour for important news, and yet to work off the edition in season for the mails.

With this improvement in our printing department, we believe we can give our readers as handsome a paper as is printed in New England. The general character of the paper has proved so acceptable that we shall attempt no change. It is and will be, emphatically

A FAMILY NEWSPAPER. We intend that it shall be a complete record of the events of the age in which we live; that the attentive and careful reader of its pages shall be able to gather from them accurate and reliable information of every event of interest in politics, the arts and sciences, morals and religion, in this country and in foreign lands; and that they shall have this information at an earlier day than they can obtain in from any other source. To collate this intelligence from the thousand different sources where it is to be sought, to separate the wheat from the chaff, and to arrange and present it to the reader in a concise and intelligible form, is a work requiring not only a great expenditure of money, but also years of experience. We have the services of men educated for the business, to prepare the matter for the JOURNAL, and we shall spare no expense to enable them to do their work in the most thorough manner.

The Commercial Department of the Journal is second to that of no other weekly paper in New England. It embraces a carefully selected Prices Current; a Review of the Market for the week, stating the amount of business in the different articles of merchandise and the variation in prices; a separate article on the Money Market; original reports in the Brighton and Cambridge Cattle Markets; the New York Cattle Market; Ship News, &c. These reports are all prepared by men of large experience, thoroughly conversant with the department under their charge, and they are now relied upon by thousands of merchants and traders throughout the country, to guide them in their purchases and sales.

The Literary Department will embrace reviews of and extracts from advance copies of the works issued by the leading publishing houses throughout the country. In this way the readers of the Journal get the cream of the literature of the country, and are enabled to select from the flood of new books issued such as they may desire for their country tables or the shelves of their libraries.

In the Miscellaneous Department we shall make provision for the entertainment of an instruction of our young friends—the children. A good story—calculated to improve the mind and heart, while it furnishes entertainment for the passing hour, will be a prominent feature in this department.

THE BOSTON DAILY JOURNAL.

(Morning or Evening edition as may be desired.) is sent to subscribers by mail, in any part of the United States, for six Dollars a year. By means of our Fast Press we are able to keep the forms for the Daily Journal open several hours later than any other daily paper, and thus not unfrequently to publish important news from twelve to twenty-four hours in advance. The average circulation of the Daily Journal is more the double that of any subscription of two cent paper published in Boston.

SEMI-WEEKLY JOURNAL.

containing all the reading matter of the Daily is published Tuesday and Friday mornings, at four dollars a year.

Boston Journal for California.

is printed on the 4th and 10th of each month, for mailing by the steamers of the 5th and 20th. It is made up with the greatest care for the information of New England men in California. Over twelve thousand copies a month are now sent there, which is a much larger circulation than any other paper printed in the Atlantic States has. It is mailed at this office for six cents a copy. A person sending one dollar can have one each of sixteen numbers sent to any one they may desire.

AGENTS AND NEWSMEN SUPPLIED WITH

liberal Edition of the Journal, on the most liberal terms.

Orders for either of the editions of the Journal must be invariably accompanied by the cash, and should be addressed to CHARLES O. ROGERS, 12 State Street, Boston. Boston, December, 1855. A. T. FOSTER

DR. CURTIS'S

Inhaling Vapor.

THE following is from a gentleman who has been cured of that dreadful complaint, Asthma, by inhaling Dr. Curtis's Medicated Vapor. (From the National Monitor, Jan. 27, 1855.)

Dr. Curtis's Vapor should be grateful if I remained silent with regard to the really astonishing and wonderful cure performed on myself, by using your inhaler. For six years I have been a victim to Asthma. No mortal can form a correct conception of the suffering I have endured; at times my forehead has been entirely unobscured. By a mere chance, I heard of your remedy, and as it was an entirely new idea, and appeared feasible, I was induced to try it; and the result is that in the short space of two months, I am a healthy man; my lungs are, apparently, as sound and vigorous as when a boy; my appetite is good, and I can endure any amount of fatiguing exercise. I please use this inhaler in any way you may think proper and advantageous to your interest.

EMERSON WATERMAN, Have you the Asthma? Has, read this letter! West Port, N. H., June 29, 1855.

Messrs. Curtis & Perkins, I have this day sold the last package of the Hygeian; please send it me by mail.

By my own case, I must say, I more than amply rewarded myself. I have been more afflicted with the Asthma for about twenty years, sometimes for several months together, so that I could not sleep in a bed for a single night; when I got the Hygeian, I had not lain down, a night for more than a month, sleeping what little I did sleep in a chair.

"The first day I applied the remedy, I obtained relief; the second was a great improvement; the third, could lie down and sleep without difficulty. I continued its use; however, all the first package was exhausted, since which time I have not needed it. I would not be without it in case of another attack, to which I consider myself liable, for four times the price of it! Respectfully yours, BENJ. L. DRAPER."

Paterson, N. J., July 20th, 1855. Messrs. Curtis & Co., New York.

Excellent! Having seen the good effects of your inhaler medicine, I have been induced to try it, in cases of Asthma, Bronchitis, and various diseases of the throat and lungs. I would add my testimony to that of others of the medical profession. I consider it the best article I have ever seen for the relief and cure of the above complaints; and from my experience in this method of treatment, I believe it to be superior to any other method of the throat and lungs. I have found it more beneficial than any other mode, as practiced by Dr. Hunter or Saltburn, of your city.

Without doubt, I have been relieved and cured by this. I have recommended and disposed of almost 100 packages, in my practice, and otherwise. Please send me another dozen packages. Respectfully yours, DAVID NEWMAN, D. D.

The Inhaler is worn on the breast, under the linen, without the least inconvenience—the heat of the body being sufficient to evaporate the fluid. Price only \$3 a package, including Inhaler. Sold by Curtis & Co., 318 Broadway, N. Y., Stephen Paul & Co., 159 Chamber-st., and by agents throughout the United States.

N. B.—Dr. Curtis's Hygeian is the Original and only Genuine Article; all others are false imitations, or vile and injurious counterfeits. Beware of them as you would POISON your child!

Cramp and Pain Killer.

The world is astonished at the wonderful cures performed by the Cramp and Pain Killer, prepared by Curtis & Perkins. Its equal has never been known for removing pain in all cases; for the cure of Spinal Complaints, Cramp in the Limbs and Stomach, Rheumatism in all its Forms, Bilious Colic, Chills and Fever, Bile, and all other ailments. It is decidedly the best remedy in the world. Evidence of the most wonderful cures ever performed by any medicine are on record; in the hands of Agents.

D. W. Henry, Hunt, was cured of Neuralgia or Sciatic Rheumatism, after having been treated by a physician six months. The Cramp and Pain Killer was the first that afforded him any permanent relief.—David Barker was cured of a Rheumatic Pain in the knee,

