THE PREVALENCE OF CRIME IN NEW YORK, AND THROUGHOUT THE COUNTRY.

The prevalence of crime throughout the country since the close of the war has become really alarming—not crime of the ordinary type, but crime elaborately organized, planned and contrived as a speculative and moderately safe enterprise. We are safe in saying that, within the last three months, property has been stolen, in sums ranging from fifty thousand dollars to two millions,—to an amount equal to half the revenue of the United States, before the war. One wealthy broker in this city, named Loan, was a two million sufferer; another, a few days later, was relieved of nearly a quarter of a million. An Express Company lost about half a million. More than a dozen country banks have suffered since the commencement of the year to an enormous amount; and nearly the whole of these operations have been carried on by the robbers under a sort of understanding, that by means of the detective police system of the country, which is a disgrace to a civilized community, the thieves should get their share of the plunder and the detectives their's, by giving up the property and taking the liberal rewards offered for its restoration. In the cases where *bonds* constitute the main portion of the stolen property, the risk of disposing of them without detection is too great to be readily undertaken. The robber, then, looks out for the advertisements offering rewards, and as soon as these have become sufficiently tempting, he opens negotiations with the officers of the law. The detectives are advised how, when, and where the missing property, or a portion of it, may be found. Sometimes a *receiver* of stolen goods steps in. Being less directly implicated than the original thief, and finding the *bonds* left with him unsaleable, he seeks the reward due to virtue by becoming informer. This was the way of doing the thing in a case now pending. A scoundrel named Wm. H. Morrison, jeweller, originally from Edinburgh, and figuring extensively for a number of years in New York at Scottish celebrations, and as a military man, has come into unenviable notoriety as a receiver. Under the scrutiny of a rigid cross-examination, this fellow has confessed to a career of crime which is perfectly appalling, considering the social position in which he stood; and although he is a State witness, and the agent for the time being, of the detectives, we should fain hope that he will not escape the penalty due to his crimes. His case is not a singular one, except that he bore himself as a leading man amongst honest people, while he was the associate and patron of the worst class of thieves in the city.

The evils growing out of the practice employed by the detective are enormous. The officers of the law are themselves tempted to "put up" jobs in the way of robbery for the sake of rewards, and the army of thieves and robbers thus become daily recruited. The acquaintance between the officers and notorious criminals becomes alarmingly intimate. Both become under the system, in a measure, conspirators against society, and it is hardly possible to distinguish between the two classes as enemies of their kind and violaters of the law.

The perpetration of murders has become an alarming feature in our social experience since the close of the war, and the manner of the murders in most cases too clearly establish a connection between them and the recklessness of life created by loose and ill-regulated military life. So many, moreover, of those who went into the war belonged to the dangerous classes that their return upon civil society filled up suddenly the ranks of the criminal population. Far be it from us to say that more than a fractional portion of the Federal army belonged to the vicious class; and equally far be it from us to insinuate that a soldier's life naturally tends to depravity. On the contrary, we think that under a good commander the discipline of military life is favorable to morality, honesty, and sobriety. But in great armies, such as those that were disbanded at the close of the war, the exceptions to discipline, virtue, and honesty cannot be few, and where the enlisted man was predisposed to evil ways, his military life would only tend to bring out his passions in a more vicious and savage aspect.

From this class of returned fighting men, therefore, we feel assured the criminal population has been recruited to an extent which, in a great measure, accounts for the terrible riot in theft, lust, and murder, which seems to have overrun the country.

The New York papers are beginning to find out that the capture of Canada by two hundred and forty men and two brass bands is not among the probabilities.

BOGUS CURRENCY ADVERTISING.—There is a practice extent in this city, and probably elsewhere, of manufacturing imitations of fractional and other currency for advertising purposes. This ought to be at once put an end to. The persons who print and use such paper are innocent, so far as intention is concerned, but they cannot tell into whose hands it ultimately falls. There are plenty of poor and ignorant people who cannot read, and only recognize the various values of notes by the figures thereon, and who might easily be made the prey of sharpers. This would be still more likely, if the notes were old and dirty. In fact, any imitation, of paper money is on principle improper, and such will, we trust, be prohibited.—*N. Y. Times.*

SEALED TENDERS FOR THE ERECTION of a Wesleyan Church on the 9th Line of Fitzroy, will be received until the 21st day of May, at 12 o'clock noon, when Tenders will be opened, and contract let, if satisfactory. The Committee do not bind themselves to receive the lowest, or any Tender, unless satisfactory. Address SAMUEL STEVENSON, ESQ., Diamond P. O., Fitzroy, C.W.

W. BURNS,
Wesleyan Minister.

Fitzroy, May 2. 20w-b

Money to Lend

AT MODERATE RATES ON FIRST-CLASS CITY or FARM PROPERTY. Apply to

J. PENNINGTON MACPHERSON,
BARRISTER, &c.
Montreal Telegraph Buildings, Ottawa.

Ottawa, 23rd March, 1866. 81-tf.

Government House,

OTTAWA, 9th April, 1866.

His Excellency the Governor-General in Council.

WHEREAS, by the Fortieth Chapter of the Consolidated Statutes of Canada, intituled: *An Act respecting Emigrants and Quarantine*, it is amongst other things enacted, that "The Governor in Council may from time to time make such Regulations as he thinks proper for enforcing compliance with all the requirements of this Act, and for ensuring the due performance of Quarantine by and in respect of Vessels, Passengers, and Goods coming into the Port of Quebec, to which he thinks it right for the preservation of the Public Health, that such Regulations should apply, and for the thorough cleansing and disinfecting of such Vessels, Goods and Passengers, so as to prevent as far as possible, the introduction or dissemination of disease into or in this Province, and may from time to time revoke, alter or amend such Regulations or any of them, and make others in their stead;" and "such Regulations shall have the force of law during the time they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during, or at which they have been limited to be in force;" and "by such Regulations the Governor in Council may require the Master of every Vessel coming up the River St. Lawrence from below the Quarantine Station at Grosse Isle, (except only such Vessels as are therein designated and referred to as excepted)—to bring his Vessel to anchor at the place at the said Quarantine Station designated in the Regulations, and report such Vessel in writing to the Officer at the said Station, designated for that purpose in such Regulations, with all the particulars relative to the same, and to the Voyage, Passengers and Cargo thereof required by such Regulations or by any Officer duly authorized under them to require the same,—and to allow the proper Officer to visit and inspect such Vessel and every port thereof, and the Passengers and Crew and the cargo and other articles on board the same,—and to send on shore at the said Station and at the places there pointed out by the Officer thereunto authorised by the said Regulations, any or all of the Passengers, Crew, Cargo or other articles on board such Vessel, as the said Officer thinks necessary for preventing the introduction of contagious or infectious disease,—and to allow such Passengers, Crew, Cargo and other articles, and also the Vessel itself, to remain so long at the said station and at such places thereat respectively, and to be so treated, and cleansed and purified as the said Officer shall think necessary for the purpose aforesaid; And by such Regulations, the Governor in Council may assign to the several Officers and persons to be employed at the said Quarantine Station, the powers and duties necessary for carrying the said Regulations and the Act fully into effect, and may declare that any such Officer or persons shall by virtue of his office or employment be a Justice of the Peace or a Constable or Peace Officer for Grosse-Isle and the said Quarantine Station, and for the space around the same described in such Regulations, and such Officer shall accordingly be such Justice of the Peace or Peace Officer whether he be otherwise qualified or not: And by such Regulations the Governor in Council may impose fines not exceeding *Five Hundred Dollars* in any case, on persons contravening the same, and may provide that the offender shall be imprisoned until such fine be paid, and may direct that no vessel shall be entered or cleared at the Port of Quebec or of Montreal, until all the requirements of such Regulations are fully complied with, and may direct that any Person, Vessel or thing, who or which has passed or departed or been removed from the said Quarantine Station, before all the requirements of such Regulations have been complied with in respect of such Person, Vessel or thing, or without the written permission of the Officer empowered to authorize such passing or departure may be compelled to return or be carried back to the said Station, and by force if necessary."

Now therefore it is ordered by His Excellency the Governor General in Council:

1. *Vessels to make Quarantine.*

That all ships and other vessels, whether Sailing Vessels or Steamships and whether carrying passengers, or passengers and freight, or freight alone, or in ballast, which may during the eight months next following the Fifteenth day of April in each and every year arrive in the Port of Quebec, from any port or ports, place or places, situated without the Province, by way of that part of the River St. Lawrence which is below Grosse-Isle, shall stop at the Quarantine Station of Grosse-Isle, to be there inspected, and, if necessary, detained in Quarantine until such ships or vessels have been discharged therefrom by such license or passport, as shall be directed to be granted by the Governor in Council, until then persons, goods or merchandise, which shall be on board such ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in this Province, except on Grosse-Isle aforesaid, when duly required by competent authority.

2.—*Supplementary Inspection.*

That all Ships, Vessels and Steamships after having had their discharge from the Quarantine of Grosse-Isle, shall be subject to inspection, and further detention if necessary, on their arrival at the Harbour of Quebec, according to the Regulations hereinafter provided.

3.—*Grosse-Isle.*

All ships and vessels of the class and description hereinbefore mentioned, as liable to make their Quarantine at Grosse-Isle, shall anchor within the space included between Grosse-Isle and a line drawn parallel to it, through the Red Buoy, to be placed as heretofore, under the direction of the Superintendent of Pilots, and bounded on the east and west by lines drawn due south from the Western Extremities of Cliff Island and Grosse-Isle, there to be submitted, should it be thought necessary by the Medical Officer of the Station, to sanitary, disinfecting and other measures calculated to prevent the introduction and spread of epidemic, contagious or infectious diseases within the Province, in accordance with the dispositions of the law, and pursuant to orders given from time to time; and no ship or vessel shall quit its assigned moorings at Quarantine without the order of the proper Officer of the Station to that effect.

4.—*Establishment.*

The Quarantine establishment at Grosse-Isle shall consist of a Medical Superintendent, with as many Medical Assistants, Hospital Stewards, Boatmen, Orderlies, and other employees as may be appointed, according to circumstances. The Medical Superintendent shall, by virtue of his office, be a Justice of the Peace within the limits of the Quarantine Station, as hereinbefore described, shall be authorized to see the Quarantine duly performed, and for this purpose shall have full power and authority over all officers and other persons whatsoever in Grosse-Isle, or attached to that station, and be authorized to call upon all persons to aid him in enforcing the law and their regulations, and in case of his death, sickness, or absence, the Officer next in rank employed on the island, shall have the power and authority aforesaid. And all the employees of the said Quarantine Establishment shall, by virtue of their office, be Peace Officers, and be vested with all the powers and authority of Special Constables, within the limits of the said Quarantine Station.

5.—*Inspection and Superintendence.*

The Medical Superintendent (or in case of his death, sickness or absence, the Officer next in the rank employed on the Island) shall enforce the said Law and these Regulations, and shall direct ships or vessels to go to such place or places to perform Quarantine, as it may be necessary to send them to; he shall direct all ships or vessels, liable to perform Quarantine, to be brought to anchor within the limits of the Quarantine Anchorage, and generally do all that may be required to enforce rigid obedience to the said law and these Regulations. He shall permit all passengers, or other persons landed on the said Island, to be re-embarked or shipped on board any Steamboat or other Vessel when the vessel is in a fit state to receive them, and that they have been examined by him and found in a fit state for re-embarkation or for leaving the said Island; and that all such passengers and persons, with their luggage, have been washed, cleansed and purified, and that there does not exist amongst those who are about to proceed, or leave the said Island, any cause or symptoms of Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous diseases.

He (or such of his medical assistants as may be so ordered by him) shall also go off to and board vessels bound to make their Quarantine at Grosse-Isle as aforesaid, and put the following questions to the Masters or persons in charge, viz:

1. What is your name, and that of your vessel?
2. From whence did you sail, and date?
3. What is your cargo, and whence taken on board?
4. At what place or places did your vessel touch in her voyage?
5. Was such place or places, or any, and which of them infected with the cholera, plague, or any pestilential fever or disease?
6. How many persons were on board when the vessel sailed?
   Cabin passengers?
   Steerage passengers?
   Crew?
7. Have any person or persons during the voyage been infected? or are there now any infected with the cholera, plague, or any pestilential fever or disease?
8. Did any person or persons, and how many die during the voyage, and from what distemper?
9. Did you or any of the ship's company or passengers, with your privity, go on board any ship or vessel, or did any of the company of any ship or vessel come on board your ship in the voyage, and from what port did she sail last?
10. Did you or any of your ship's company or passengers, with or without your privity or consent, land at any place within the Province of Canada?
11. Have you any person on board who is lunatic, idiotic, deaf and dumb, blind or infirm, and are such accompanied by relations able to support them?

If the answers be satisfactory, he shall give a Clean Bill of Health to the Master or person in charge; and such vessels may then proceed to the harbor of Quebec. If the answers be not satisfactory, or the Medical Superintendent has any reason to suspect fraud on the part of the Master or person in charge, crew or passengers, he shall immediately order the vessel to such place as may be appointed for vessels detained under Quarantine of Observation; he shall call for the ship's papers, passengers' lists and log-books, and inspect them thoroughly so as to ascertain the whole of the occurrences during the voyage, and should he meet with any resistance, he will make such signal as may be determined on to show that assistance is necessary.

He shall have charge of all vessels detained in Quarantine. He shall direct, if necessary, all passengers to be landed with their luggage. And shall superintend the cleansing and disinfection of vessels. He shall direct the number of passengers to be landed, distinguishing those who require to be treated for pestilential or infectious diseases, from those who do not require such treatment, and he shall have generally authority to isolate from each other these different or other classes of persons by dividing the Island in different quarters according to circumstances. He shall have medical charge of all passengers who do not disembark, and who may be labouring under any other than pestilential or infectious disease; and shall order all passengers and persons on board any such ship or vessel who shall labor under any pestilential or infectious disease, to be landed with their luggage according to the foregoing regulation.

He shall give medical treatment on board in all cases of slight diseases which are not by these regulations specially required to be treated on shore, and when it shall be deemed advisable not to land the passengers on the said Island. He shall whenever a vessel is cleaned, ventilated and purified, direct such vessel to receive on board the whole or any portion of the passengers, or whether the whole or any and which of the said passengers shall remain on the said Island, to proceed up the river by some other mode of conveyance, and he shall, so soon as the passengers are re-embarked on board their ship, or on board any ship or vessel leaving the said Island, give a passport or Clean Bill of Health to the Master or person having such vessel in charge, to proceed to Quebec. He shall make returns to the Minister of Agriculture of the vessel boarded by him as soon as possible after such vessels are visited.

The Medical Superintendent shall have charge of the Hospitals. He shall receive into the Hospitals set apart for the treatment of pestilential and infectious diseases, all persons laboring under or threatened with any such disease. He shall have the general superintendence and direction of everything relating to the sick. He shall visit and inspect all passengers who shall be landed from any vessel, and distribute them as he shall think expedient. Upon the recovery of persons treated for any disease he shall, after due precaution, transfer such persons to any part of the Quarantine Station by him for the reception of healthy persons and therefore considered as the healthy part of the said Island. He shall superintend the cleansing, washing and purifying of all passengers, and the unpacking and ventilating of their baggage, and when they are in a fit state to proceed, he shall, if need be, cause any baggage or any part of it to be burned or otherwise destroyed.

6th.—*Traders, Suttlers, Grocers and others.*

No persons following the business of Suttlers, Traders, Grocers or others occupations, or concerned in buying or selling, shall be allowed to reside upon the Island, except under the license and strict control of the Medical Superintendent, who will have full authority to discharge and send from the Island all or any such persons, reporting the fact of such discharge and the reason therefor, for the information of the Governor General, or persons administering the government. All such persons in any way engaged in selling or traffic on the said Island shall be regulated as to prices by lists to be furnished by the Medical Superintendent from time to time, assisted by the Chief Emigrant Agent at Quebec. He shall strictly enquire into and decide upon all complaints of misconduct or breach of the regulations by persons so trading; he shall see that no officer or persons employed by the government, or in any public employment on the said Island, has directly or indirectly any interest or concern in any supply of provisions, or other things to be supplied or furnished, bought or sold upon the said Island, or directly or indirectly receives or takes any private gratuity or reward for any service rendered to any Masters or Crews of Vessels, Passengers or other persons upon the said Island. And it shall be the duty of all persons to whose knowledge any breach of this Regulation shall come, to report the same forthwith to the Medical Superintendent, who shall enquire into the facts alleged, and may suspend the offender any person so charged until the pleasure of the Governor General, shall be known respecting the person so charged.

7.—*Pilots.*

Pilots having been furnished with copies of these regulations, and also of the laws regulating Emigration, shall exhibit the same to the Master or person in charge of every vessel they may board. Every Pilot having charge of a vessel, shall bring her to anchor within the limits of the anchorage ground at Grosse-Isle hereinbefore defined. They shall also keep the national flag of such vessel flying at the peak until boarded by the proper officers, and, in case of sickness on board, the said flag shall be kept at half-mast. On arriving at Quebec, if the vessel has received a clean Bill of Health from the Medical Superintendent at Grosse-Isle, has not been detained there on account of sickness or suspicion thereof, and and has not any sickness on board at the time, she may bring to at any place within the following limits in the Port. of Quebec, viz., the whole space of the River St. Lawrence, from the mouth of the River St. Charles to a line drawn across the said River St. Lawrence, from the Flag-staff on the Citadel, or Cape Diamond, at right angles to the course of the said River, but must not communicate with the shore or with any other vessel or boat until boarded by the Inspecting-Physician; but if the vessel has been detained at Grosse-Isle, or has actually any sickness on board, the Pilot or Master of such ship or vessel shall anchor the said ship or vessel at the mouth of the River Saint Charles, to await inspection.

8.—*Vessels proceeding to Quebec.*

In all cases where vessels having passengers on board, on account of sickness amongst such passenger shall be detained in Quarantine the Master or person in charge may, on application to the Medical Superintendent at Grosse-Isle, be allowed to land the said passengers with their luggage; and the vessel being properly cleansed, purified and disinfected under the superintendence and with the license of the Medical Superintendent, may proceed up the river without the said passengers, upon the master or person in charge paying to such person as shall be appointed to receive the same, one shilling and three pence for each passenger, to bear the expense of their conveyance to Quebec, and also at the rate of one shilling per diem for each of the said passengers, to reimburse the expence of their maintance at Grosse-Isle, for the time during which such vessels, in the judgment of the Medical superintendent, would have had to be detained in Quarantine waiting for the passengers not affected with any of the pestilential or infectious diseases aforesaid, otherwise such vessels shall be detained in Quarantine until the passengers not sick of the aforesaid diseases, shall be cleansed, washed, purified and disinfected.

9.—*Inspecting Physician at Quebec.*

An Inspecting-Physician at Quebec shall go off to all vessels arriving at Quebec or at the mouth of the river St. Charles, and put the following questions to the Masters or persons in charge, viz:

1. When did you leave Grosse-Isle?
2. Exhibit to me your pass-port from Grosse-Isle?
3. How many persons have you on board?
   Cabin passengers?
   Steerage passengers?
   Crew?
4. Number left at Grosse-Isle?
5. Have any person or persons been taken sick you left Grosse-Isle?
6. Have any died? State number, names and disease?
7. Have any person or persons come on board or left your vessels since you left Grosse-Isle?
8. Have you any person on board who is lunatic, idiotic, deaf and dumb, blind or infirm, and are such accompanied by relations able to support them?

And moreover, he shall require all Masters, or persons in charge of vessels to exhibit to him the license or pass-port which they shall have received from the Medical Superintendent at the Quarantine Station; and such Masters or persons in charge shall forthwith exhibit the same for examination, to the said Inspecting-Physician at Quebec, who, if he shall find, as well from the answers he may receive as from the tenor of the pass-port and the actual state of the health of the passengers and crew, that sickness does not exist on board, he shall then grant to the Master, or person in charge of such vessel, a Certificate in writing setting forth the healthy state of the passengers and crew, to the end that such vessel may obtain a final discharge from Quarantine. But, if on the contrary, such Inspecting Physician at Quebec shall find any case of pestilential or infectious disease on board, or shall have just cause to apprehend the breaking out of any such malady, it shall then be his duty to hoist a yellow flag at the main-top-gallant mast head and shall cause the vessel to return to or remain and be detained at the month of the River Saint Charles for further observation and inspection; and having acquainted the Master or person in charge with the penalties to be incurred if he should permit any communication with his vessel until released from Quarantine, he shall report all the circumstances to the Minister of Agriculture for the information of the Governor General; and if it shall appear to the said Inspecting Physician at any time that such vessel shall have passed the Quarantine Station at Grosse-Isle without stopping, and should therefore be sent down to Grosse-Isle, or that such vessel having already cleared from Grosse-Isle, should return thereto, there to land the passengers, he shall order the Master or person in charge to proceed or return with such vessel to Grosse-Isle, and such Master or person in charge shall obey such order. And the proper Officers at Grosse-Isle shall observe, in respect of such vessels, the same rules and regulations as are provided for vessels arriving at Grosse-Isle with sick. Should the Inspecting Physician at Quebec meet with any resistance in the discharge of the duty required of him by this regulation, he will immediately enforce the same by all lawful means at his disposal.

10. Any Steamboat or other vessel that shall have towed or otherwise communicated with a vessel, not having the discharge from Quarantine of the Medical Superintendent at Grosse-Isle, shall be subject to the same regulations and instructions as hereinbefore provided, respecting vessels not discharged from Quarantine.

11. No Steamboat shall be allowed to proceed to Grosse-Isle for the purpose of taking on board passengers direct from that island, without previously obtaining from the Collector of Customs of the Port of Quebec, a written Permit to that effect; subject nevertheless to the regulations hereinbefore provided.

12. All vessels trading between any ports or places within the Province or within the Gulf St. Lawrence, and not having touched at any ports or places without the Province, nor communicated with any other vessel which shall have arrived from any port without the Province, shall be exempt from the foregoing rules and regulations, so far as respects the necessity of going to or stopping at Grosse-Isle; nor shall the said rules and regulations apply to any Vessel of War, or to Transports or Vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state, unless sickness or death may have occurred during the passage.

13. No Vessel shall be entered or cleared at the Port of Quebec or Montreal until all the requirements of the foregoing Regulations in reference to such Vessel shall have been fully complied with.

14. Any person who shall contravene, either by omission or commission, any of the foregoing Regulations, shall, for every such offence, incur and pay a Fine not exceeding FOUR HUNDRED DOLLARS, to be recovered in the manner prescribed by the said Act, and every person who, upon conviction of any such offence, shall fail to pay the amount of fine which he shall have been condemned to pay, shall be imprisoned until such Fine be paid.

AND

All previous orders making Regulations relating to Quarantine are hereby revoked.

WM. H. LEE,
C. E. C.

102-tf

GOVERNMENT HOUSE—OTTAWA,

Saturday, 16th day of December, 1865.

PRESENT

HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT IN COUNCIL.

HIS EXCELLENCY was pleased to lay before the Council a Report from the Commissioner of Customs, dated 15th December, 1865, and approved by the Hon. the Minister of Finance, stating that under authority of chapter 17 of the Con. Stat., Can., Sec. 24, an Order in Council was passed on 28th April, 1853, directing "that Goods *bona fide* exported to this Province from any country, but passing in *transitu* through another country and under Bonds shall be, until it shall be otherwise ordered, valued for duty as if such Goods were imported direct from such first mentioned country into this Province," and submitting that it would be desirable to extend said Order in Council to *free* as well as dutiable Goods.

Whereupon His Excellency in Council pleased to order, and it is hereby ordered, that free Goods passing through a foreign country consigned directly to Importers in Canada, shall hereafter be put on the same footing as dutiable Goods.

Signed,

WM. H. LEE,
C. E. C.

January 1, 1866. 12-tf

FINANCE DEPARTMENT, CUSTOMS.
OTTAWA, 19th March, 1866.

SIR,—I have it in command to call your special attention to the annexed copy of a Despatch from the Secretary of State for Foreign Affairs, to the Governor General of this Province, conveying Her Majesty's Orders that no *Chilian or Spanish armed* Vessels be allowed to bring their Prizes into British Waters.

I am, sir,
Your obedient servant,
R. S. M. BOUCHETTE,
Commissioner of Customs and Excise.

The Collector of Customs,
At Sea Ports in Canada.

The Earl of Clarendon to Mr. Cardwell.

FOREIGN OFFICE, 2nd February, 1866.

SIR,—Her Majesty's Government being desirous of observing the strictest neutrality in the contest between Spain and the Republic of Chili, they propose, with the view of more effectually carrying into effect this principle, to interdict the Armed Ships, and also the Privateers of both parties, from carrying Prizes made by them into the Ports, Harbours, Roadsteads or Waters of the United Kingdom, or any of Her Majesty's Colonies or Possessions abroad.

I have accordingly to acquaint you that the Queen has been pleased to direct that orders in conformity with the principles above stated, should forthwith be addressed to all proper authorities in the United Kingdom, and to Her Majesty's Naval or other authorities in all quarters beyond the United Kingdom, for their guidance in the circumstances.

I have, &c.,
[Signed.] CLARENDON.

The Right Honorable
Edward Cardwell, M. P.,
&c., &c., &c.

[COPY.]
Circular.

DOWNING STREET,
February 26th, 1866.

SIR,—Her Majesty being fully determined to observe the duties of Neutrality during the existing hostilities between Her Catholic Majesty and the Republics of Chili and Peru, and being moreover resolved to prevent, as far as possible, the use of Her Majesty's Harbors, Ports, and Coasts, and the Waters within Her Majesty's Territorial jurisdiction, in aid of the warlike purposes of either Belligerent, has commanded me to communicate to you, for your guidance, the following Rules, which are to be treated and enforced as Her Majesty's Orders and Directions:—

Her Majesty has been pleased to command that these rules shall be put in force in the United Kingdom, and in the Channel Islands, on and after Friday, the 2nd of March next, and in Her Majesty's Territories and Possessions beyond seas six days after the day when the Governor or other Chief Authority of each of such Territories or Possessions respectively shall have notified and published the same, stating in such notification that the said Rules are to be obeyed by all persons within the same territories and possessions.

I. During the continuance of the present Hostilities between Her Catholic Majesty and the Republics of Chili and Peru, all ships of War and Privateers of either Belligerent are prohibited from making use of any Port or Roadstead in the United Kingdom of Great Britain and Ireland, or in the Channel Islands, or in any of Her Majesty's Colonies or Foreign Possessions or Dependencies, or of any Waters subject to the Territorial jurisdiction of the British Crown, as a Station or a place of resort for any warlike purpose, or for the purpose of obtaining any facilities of warlike equipment, and no Ship of War or Privateer of either Belligerent shall hereafter be permitted to sail out of or leave any Port, Roadstead, or Waters, subject to British jurisdiction, from which any Vessel of the other Belligerent (whether the same shall be a Ship of War, a Privateer, or a Merchant Ship) shall have previously departed, until after the expiration of at least Twenty-four hours from the departure of such last-mentioned Vessel beyond the Territorial jurisdiction of Her Majesty.

2. If any Ship of War or Privateer of either Belligerent shall, after the time when this Order shall be first notified and put in force in the United Kingdom and in the Channel Islands, and in the several Colonies and Foreign Possessions and Dependencies of Her Majesty respectively, enter any Port Roadstead, or Waters belonging to Her Majesty either in the United Kingdom or in the Channel Islands, or in any of Her Majesty's Colonies or Foreign Possessions or Dependencies, such Vessel shall be required to depart and put to sea within Twenty-four hours after her entrance into such Port, Roadstead, or Waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her Crew, or repairs, in either of which cases the Authorities of the Port or of the nearest Port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of Twenty-four hours, without permitting her to take in supplies, beyond what may be necessary for her immediate use; and no such Vessel which may have been allowed to remain within British Waters for the purpose of repair shall continue in any such Ports, Roadsteads, or waters, for a longer period than Twenty-four hours after her necessary repairs shall have been completed: Provided always nevertheless, that in cases in which there shall be any Vessel (whether Ships of War, Privateers, or Merchant Ships) of the said Belligerent parties in the same Port, Roadstead, or Waters within the Territorial jurisdiction of Her Majesty, there shall be an interval of not less than Twenty-four hours between the departure therefrom of any such Vessel (whether a Ship of War, a Privateer, or a Merchant Ship) of the one Belligerent, and the subsequent departure therefrom of any Ship of War or Privateer of the other Belligerent, and the times hereby limited for the departure of such Ships of War and Privateers respectively, shall always in case of necessity be extended, so far as may be requisite for giving effect to this proviso, but not further or otherwise.

III. No Ship of War or Privateer of either Belligerent shall hereafter be permitted while in any Port, Roadstead or Waters, subject to the Territorial jurisdiction of Her Majesty, to take in any supplies except provisions and such other things as may be requisite for subsistence of her Crew, and except so much coal only as may be sufficent to carry such Vessel to the nearest Port of her own Country, or to some nearer destination; and no coal shall be again supplied to any such Ship of War or Privateer in the same or any other Port, Roadstead, or Waters, subject to the Territorial jurisdiction of Her Majesty, without special permission until after the expiration of Three months from the time when such coal may have been last supplied to her within British Waters as aforesaid.

I have the honor to be, Sir,
Your most humble Servant,
(Signed) EDWARD CARDWELL.

The Officer Administering
the Government of Canada.

Ottawa, April 3, 1865. 90-tf.

GOVERNMENT IMMIGRATION OFFICE,
QUEBEC, 25th January, 1866.

SIR,—

The Honourable the Minister of Agriculture and Immigration, having authorized the publication, by this Department, of an occasional paper, to be called the "CANADA IMMIGRATION GAZETTE," which will be devoted exclusively to the encouragement of Immigration, and to the diffusion of accurate and useful information concerning Canada abroad, I beg leave to bring under your notice the advantages this sheet will offer as an advertising medium to land owners, and others having properties for sale or lease. As information of this kind is eagerly sought for, and much valued by every intelligent emigrant, means will thus be afforded of placing the intending purchaser or lessee in Great Britain in direct communication with the property-holder here.

The Honourable the Minister of Agriculture and Immigration has also authorised the opening of an Information Office in Liverpool, under the management of Mr. Wm. Dixon, a gentleman well acquainted with this and the mother country, who will be specially charged with the distribution of this paper throughout the United Kingdom, and in bringing the same prominently under the notice of the emigrant.

The first number will appear in the course of next month, the second in April, bringing down the information to the latest period, to be followed up monthly or quarterly, as may be required.

As the space it is intended to allot for advertising purposes will be limited, and in view of the large circulation the sheet will obtain, for it will be distributed gratuitously, the prices of advertisements cannot be much lower than the following:—

For each advertisement, not exceeding ten lines, $2 the insertion: and 8 cents for every extra line.

For a square of 22 lines, to stand for a twelvemonth, $6.

In all cases, advertisements must be prepaid, and an early transmission is recommended.

The undersigned will gladly receive communications of a practical character for publication, bearing on the subject of Immigration, such as letters from actual settlers, showing their progress in the country, and pointing out the peculiar advantages of their district in particular, &c. It is desirable that they should be written as concisely as possible, and be free from anything like exaggeration.

I am, Sir,
Your bedient servant,
A. C. BUCHANAN,
Chief Agent.

February 10. 62-tf

FOR SALE.

200 BBLS. MESS OF MESS AND PRIME

PORK,

Packed and inspected by R. Kinly, Esq., of Ottawa.

ALSO, A LARGE STOCK OF

Groceries & Liquors.

☞ Country Merchants would do well to examine before purchasing elsewhere.

D. WHELAN,
Rideau street.

Ottawa, Jan. 22, 1866. 29-tf

OCEAN STEAMSHIPS.

MONTREAL
OCEAN STEAMSHIP CO.

WINTER 1865-6.

Under Contract with the GOVERNMENT of CANADA, for the Conveyance of the *CANADIAN AND UNITED STATES' MAILS.*

1865-6—Winter Arrangement—1865-6.

Passengers Booked to Liverpool & Londonderry.

☞ RETURN TICKETS GRANTED AT REDUCED RATES.

THIS COMPANY'S MAIL LINE IS COMPOSED of the following First-class full powered Clyde-built doubled engined Iron Steamships:

ACADIAN, ... 2650 Tons
Building.
PERUVIAN, ... 2600 Tons
Capt. BALLANTINE.
MORAVIAN, ... 2650 Tons
Capt. AITCH.
HIBERNIAN, ... 2434 Tons
Capt. DUTTON.
NOVA-SCOTIAN, ... 2300 Tons
Capt. WYLIE.
BELGIAN, ... 2400 Tons
Capt. BROWN.
NORTH-AMERICAN, ... 1784 Tons
Capt. KERR.
DAMASCUS, ... 1800 Tons
Capt. WATT.

(Sailing from LIVERPOOL every THURSDAY, and from PORTLAND every SATURDAY, calling at Loch Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland.)

Dates of calling are as follows:—

FROM PORTLAND:

PERUVIAN, ... 6th January, 1866
BELGIAN, ... 13th January, 1866
MORAVIAN, ... 20th January, 1866
NOVA SCOTIAN, ... 27th January, 1866
NORTH AMERICAN, ... 3rd February, 1866
HIBERNIAN, ... 10th February, 1866
And every succeeding Saturday.

GLASGOW LINE.

THE STEAMERS OF THE GLASGOW LINE consisting of the

ST. DAVID, 1650 tons, ... Capt. Aird.
ST. GEORGE, 1468 tons, ... Capt. Smith.
ST. ANDREW, 1432 tons, ... Capt. Scott.
ST. PATRICK, 1207, tons, ... Capt. Trocks.

Sailing between the Clyde and Portland and New York at intervals throughout the season of Winter Navigation, as follows:—

ST. GEORGE, ... 17th January, 1866
ST. DAVID, ... 31st January, 1866
ST. ANDREW, ... 14th Feby, 1866
ST. PATRICK, ... 21st Feby, 1866
ST. GEORGE, ... 7th March, 1866
ST. DAVID, ... 21st March, 1866

Rates of THROUGH PASSAGE from Montreal to Londonderry or Liverpool:

CABIN, ... $72 and $35
(According to accommodation)
STEERAGE, ... $34

☞ An experienced Surgeon carried on each ship.

☞ Berths not secured until paid for.

For further particulars apply to
HEUBACH & COWARD,
Aumond's Building, Rideau Street, Ottawa,
OR GRAND TRUNK RAILWAY STATION, PORTLAND.

Ottawa, Jan. 5, 1866. 1-y

British and North American
ROYAL MAIL STEAMSHIPS!

Appointed by the Admiralty to sail between

LIVERPOOL & NEW YORK
Via CORK HARBOR, and between
LIVERPOOL AND BOSTON,
Via CORK HARBOR.

The Boston Ships only calling at HALIFAX to land and receive Passengers and Her Majesty's Mails.

JAVA, ... E. R. Moodie.
CUBA, ... J. Stone.
SCOTIA, ... C. H. E. Judkins.
PERSIA, ... E. G. Lott.
CHINA, ... E. M. Hockley.
AUSTRALASIAN, ... T. Cook.
ASIA, ... R. Inglis.
AFRICA, ... J. P. Anderson.
CANADA, ... Thomas Small.
EUROPA, ... J. Leitch

THE FARES WILL BE

From New York to Liverpool:
Chief Cabin Passage $132 50
Second " " 80 00

From Boston to Liverpool:
Chief Cabin Passage 112 00
Second " 65 00

From Boston to Halifax:
Chief Cabin Passage 20 00
Second " 15 00

Payable in Gold or its equivalent in United States currency.

The Ships carry experienced Surgeons.

No Berth will be secured until paid for.

No freight will be received after 3 o'clock P.M., on the day before sailing.

☞ Parcels for different consignees collected and made up in single packages addressed to one party for delivery, for the purpose of evading freight, will upon the examination by the customs be charged with proper freight.

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

NOTE.—All *Letters and Newspapers* MUST PASS through the Post Office. Merchandise and Specie (except for personal expenses) shipped under the name of LUGGAGE, will be charged as freight, and liable to Custom House regulations. Specie taken as freight

For freight or passage, apply to
E. C. & I. G. BATES,
Agents,
No. 103 State Street Boston

December 19, 1865.

ATTENTION.

HOWE & SON,
BOOTS, SHOES, LEATHER & FINDINGS,
WE ARE NOW SELLING
TEN THOUSAND DOLLARS
WORTH OF
BOOTS, SHOES, &C.,
At enormously reduced prices, as we intend furnishing with an entire new Stock of
SPRING & SUMMER GOODS!

Now is the Time for Bargains!

G. HOWE & SON,
69 Sussex Street, and 10 Rideau treet.

Ottawa, Feb. 12, 1866. 47-utf

QUEBEC BANK

A SAVINGS DEPARTMENT

Has been opened at this Branch, and interest will be allowed on Deposits of

Four Dollars and Upwards.

☞ OFFICE HOURS:—From 10 a.m. to 3 p.m.

H. V. NOEL,
Manager.

Ottawa, Feb. 12, 1866. 48-utf

Upper Town News Depot.

A. HOUSER

RESPECTFULLY ANNOUNCES THAT he has opened, in connection with his NEWS DEPOT, a

CIRCULATING LIBRARY!

Consisting of the best and latest Novels, British Reviews, Magazines, Mixed Literature, &c., &c.

DEPOT FOR THE SALE OF THE DAILY AND WEEKLY TIMES, Wellington Street, Upper Town.

☞ Books bought, sold and exchanged.

Ottawa, April 11. 97-d

1866. 1866.

DICKINSON'S
Rideau Passage & Freight Line,
BETWEEN
OTTAWA CITY & KINGSTON.

THE UPPER