Mr. Howes.—Oh, for the police on the line. Very right.

Mr. Wakley.—What's this great round place?

Witness.—Where we propose to exchange a point for the carriages to turn—we exchange with the Sow-East by Nor-West Atmospheric line.

Mr. Plumtree.—I shan't vote for that; it's irreligious, it's returning railing for railing.

Lord Duncan.—What's that building?

Witness.—The Slushington National School, my lord.

Lord Duncan.—Your first class will pass too near theirs, I think. You'll have the boys pelting the carriages.

Mr. Pattison said that might easily be avoided.—Paint the carriages invisible green and then the boys couldn't see them.

Sir C. Napier.—We'll just hat the commeetee see yer code o' seegnals.

Witness.—We did not anticipate its being required at present. It will, however, precisely resemble that of the Great Western.

Sir C. Napier.—Ye talk leeke a bern natural, mon, clean daft. The Great Western has na a rag on aboard her. I just went to Blackall mysel' and ascertained that fact.

Witness.—I mean the Great Western Railway, Sir Charles.

Sir C. Napier.—Then what for t'e deel did na ye *say* the Great Western Railway, mon, an' not waste the time of the commeetee wi' yer frivolous fleeppancy?

Mr. Hume.—Are you going to have an autograph?

Witness.—A what, sir?

Mr. Hume.—An autograph, sir, for the [illegible] an autograph the means of detecting a criminal last week?

Witness.—May I suggest that you mean a telegraph, sir?

Mr. Hume.—Yes, I believe I do.

Witness.—No; we do not intend to incur that expense at present. The line is a very short one.

Mr. Hume.—Then the hippograph—what do you call it?—would be all the cheaper. You ought to have one. How do you know that I myself, travelling on the line, might not leave my umbrella at one of the stations, and want it inquired after?

Witness.—On the part of the company, I pledge myself that in such an event you shall be presented with a new one, sir.

Mr. Hume.—That's very handsome. I've no more to say.

Chairman.—Well, I think Mr. Theodolite has made out his case. Shall we, gentlemen, report in favor of the—what is it? of the Slophary and Splashington branch of the Direct Northern——

Witness.—I beg pardon, *that* is our opponents' line. Ours is the Mudstaple and Slushington branch.

Chairman.—[illegible] What's the use of interrupting me? I've a great mind to report in favor of the other line, for your impertinence.—What do you say, gentlemen?

Committee.—Serve him right.

Chairman.—So we will, too. Then we hereby report in favor of the Mudstaple and Slushington branch of the Direct Northern and so forth Railway. All of you sign after me. (*They sign.*)

Witness.—Ha! ha! Thank you, gentlemen.

Chairman.—What for?

Witness.—Why, thanks to your excellent memories for business.

Chairman.—No, have we, though? Ha! ha! Not a bad joke that. Well, let's go to the club.

[*Exeunt omnes.*]—*Great Gun.*

THE MONSTER RAILROAD.

Mr. Whitney, the projector of the [illegible] ed an address to the people of the United States, setting forth the practicability and advantages of the work, and designed to promote its construction. Mr. Whitney wants the people, through their Representatives in Congress, to give him a tract of land sixty miles wide and two thousand four hundred miles long—a territory large enough for a kingdom and almost large enough to content the ambition even of a republic—on condition that he shall make sales therefrom, and with the proceeds of those sales construct the railroad. A gigantic project, to be sure, but this is the age of monster projects as well as monster meetings, monster trials and monster telescopes; and after all the amount of labor actually invested would not be much greater, if at all, than that attending the great pyramid.

Mr. Whitney has made his calculations. He assumes the cost of the road to be twenty thousand dollars per mile, or only forty-eight millions of dollars for the whole; and he allows fifteen millions more for keeping it in repair and operation until it becomes productive—say sixty-five millions in all. How refreshing it is to read of such immense sums—to see them turned and twisted about as familiarly as an amount of fifty or a hundred dollars might be by a modest editor, whose speculations are not in the monied line. The work is divided (on paper) into three stages; the first, of 650 miles, is from the Lake to the Missouri River; next, 900 miles from the Missouri to the Rocky Mountains; and the third, 850 miles, from the mountains to the Pacific. Mr. Whitney is informed that through the first stage the land is good and saleable, and he supposes that it may be sold and occupied as fast as the road is made, whence he infers that in money he will acquire only enough to make a fair beginning, and at this he has the promise from friends of his own.

Well; supposing that the first patch of 650 miles long by 60 miles wide can be sold, let us see what it will come to. The contents of this little patch are about twenty-five millions of acres, and if they can be sold at a dollar and the quarter the acre, the proceeds will be some thirty-one millions of dollars. But the 650 miles of road will cost only thirty millions; so there will be a surplus of eighteen millions. But this surplus is not to go into Mr. Whitney's pocket. The second patch of 900 miles, from the Missouri river to the mountains, is poor stuff—a mere waste of sand, gravel and hard-pan, unfit for grazing or culture. The sales from this patch, therefore, cannot be expected to produce much, or indeed anything in the way of money. Here, then, the surplus of eighteen millions from the first patch comes to play, and very luckily will be just sufficient—900 miles, at twenty thousand dollars each, making exactly eighteen millions.

Fifteen hundred and fifty miles of the road being now completed (on paper) there remain 850 miles from the Rocky Mountains to the Pacific—fine land, the sale of which, it is presumed, would produce enough to cover the cost; and height presents the means of building the road.

Mr. Whitney elsewhere considerably about the wondrous effects the railroad is to produce when finished, but we have thought fit to confine our attention to the more important question, just proposed, of its practicability; and we are ready to admit that his scheme is be no more nor less wild as many others that have found favor. The only point of difficulty is the sale of the lands; inasmuch as it may be doubtful whether the plan of taking them without buying may not be preferred by most of the possible settlers.—[N. Y. Com. Advertiser.

CRUELTIES OF AMERICAN SLAVERY.

Passing through Baronne street, about noon yesterday, a crowd composed of men, women and children, attracted our attention. The object of their curiosity,—or rather their pity—we found to be a delicate, debilitated-looking mulatto boy, about ten years old. An old negro on one side, and a stalwart [illegible] rather, supported him, as he endeavored to move along, though it was evident that any exertion, however slow, was too much for his prostrate physical powers.

We inquired what was the matter with the boy, and were answered by his shirt being raised off his back, and heavens! how expressive of fiendish cruelty, was the spectacle that presented itself! The poor boy's back and body were one mass of raw, trembling, shapeless, purple-gored, lacerated flesh! Razors, as it were, in his carcase, had been cut by the lash, and he appeared, altogether, a victim of the most wanton, and hear-less cruelty we had from the old negro, who helped the poor boy along; we give it for what it is worth, promising that we shall seek for the authentic facts of the case, and lay them before the public.

The old negro said that he and the boy belonged to C. Dennibourne, who lives at the corner of Annunciation and Richard streets; that Dennibourne lost a watch, and charged the boy with stealing it. Some ten or fourteen days since he had him put in the police jail of the First Municipality, and there by his order, says the old man, was the inhuman punishment inflicted on him. The boy himself says that he received twenty-five lashes a day from the day he was imprisoned, until Thursday last.

The old man, by direction of his master, was taking him home; but two citizens, seeing that he must die by the way, informed Recorder Baldwin of his condition, who promptly had him brought to the Police Office, where he was examined by Dr. Picton.

As the Dr. examined his wounds, they were necessarily exposed to the bystanders, who by an involuntary exclamation, expressed their indignation against his torturer. The doctor pronounced the boy in a precarious condition, but said that by proper treatment, he might recover, and advised that he should be sent to the Charity Hospital. The Recorder ordered that he be at once taken there, and thither was he carried by the Police, on a litter—his back upward.

We have always urged the due chastisement of slaves, when they fail in their duty, and, indeed, the legal punishment of free people of color, when they assume to be disrespectful to whites; but we would think ourselves less than man did we not give emphatic expression to our reprobation of such an act of unmitigated cruelty as this is.—[New Orleans Picayune.

Villainous attempt to burn the Steamboat St. Croix.—On last Tuesday morning, between 1 and 2 o'clock, as the boat was under way, just above the Upper Rapids, a fire was discovered in one of the state rooms on the larboard side, & before the flames could be arrested, the interior of the room and the berths were destroyed; the flames spread across the cabin and against the ceiling, burning the panelling to a coal. By great exertions of the crew and passengers the flames were checked and the boat saved. It is believed to have been the work of a person who started on the boat from this city and registered his name as May; on taking passage, he deposited with the clerk a small trunk, which was labelled five hundred dollars in specie; when the fire was put out he was nowhere to be found, having fled, leaving his trunk and clothes behind.

Suspicion being excited, the trunk he had deposited with the clerk was opened, and two large glasses, weighing about fifty pounds, were found in it. There seems to be little doubt that he fired the boat with the intention of plundering some of the passengers, as there were several rafismen on board who had considerable amount of money with them, and had the fire not been so promptly checked, the loss of life would have been terrible, as there were between forty and sixty passengers on board, many of whom were women and children; and *two hundred and fifty kegs of powder in the hold!*

Great Britain Steamer.—It is whispered in the purlieus of the Guildhall, that the city of London mean to purchase, and to make the Queen a present of the Great Britain for a yacht. This would indeed, be like the citizens of London, ever renowned and justly so, for loyalty, wealth, and generosity. How gratifying it would be to all her subjects, for her Majesty to be [illegible] Ocean to appear on it, in such a stupendous splendid ship; and what could be more proper and consistent, than to see the Sovereign of the greatest maritime power that ever existed, traversing the seas in the most superb and largest vessel ever built. Old Neptune would be quite charmed to view Britannia's Queen upon his ocean in such an amazing gigantic yacht, the most beautifully formed, and the swiftest going vessel of any in the world. Even grim Vulcan would be delighted at seeing such a huge floating fabric, all of it forged out of iron. She is truly an astonishing ship, and such as becomes the Sovereign of this mighty empire to have for a yacht; one that is scientifically formed for steering properly, and to obey her helm promptly, will at least of the dangers from failing to do so; a good and steady sailer, and gentlemanly in, there is no noxious material of small from the bilgewater, and as for the nuisance of the smoke and soot issuing out of the funnels and settling upon the passengers on deck, a contrivance on the fireplace is the remedy for that idle annoyance. In short, she is the very thing for the worthy citizens of London to pitch up to to make a present of to the Queen, and the very desirable thing for her Majesty's acceptance for a yacht.—[From a correspondent of the Liverpool Journal.

Pennsylvania.—The Washington Union gives to [illegible] United States to that of Great Britain, for the adjustment of the western boundary dispute.

The proposition first made by the United States was, that the 49th parallel of latitude, which had been adopted as the dividing line between the territories of the United States and those of Great Britain, from the vicinity of the Lake of the Woods to the Rocky Mountains, should be continued westward as far as the possessions of the two nations extended in that direction—thus offering to resign their right to what lay further south. This declined a perfect title to any portion of the country, the whole should be left free and open to the people of both for ten years.

Within those ten years the Mexican Republic [illegible] United States; and Russia engaged to make no settlements south of the latitude of 54 degrees 40 minutes. The American government then upon proposed an agreement, by which Great Britain should make no settlements south of the 54th parallel, and the United States should make no settlements of that line, substituting afterward the 49th parallel for the 54th; and then, in 1824, came the first definite proposition from Great Britain for a partition of the territory. The line of separation was to run along the 49th parallel from the Rocky Mountains to a large branch of the Columbia, down which, and down the stream, it was to be continued to the sea. Great Britain was to have all north and west of the line, except that the United States should possess a *small detached territory* in the angle formed between the Pacific shore and the southern side of the Strait of Fuca, comprising one harbor for small vessels on the ocean, and one for large vessels on the strait. Upon this negotiation ended.

In 1826, the United States, for the first time, proposed the 49th parallel, as the dividing line of boundary, from the Rocky Mountains to the open Pacific, to which the British replied by repeating their proposition of the year [illegible] which each party would yield in part, and, after formally withdrawing their respective offers, which each declared that it was in no way to be considered bound by its offer, they renewed the agreement, to leave the country open to the people of both, for an indefinite period; subject, however, to be terminated after a year's notice of such intention by either to the other. That agreement still subsists.

SAD NEWS FROM CENTRAL AMERICA.

(Translated from the Vera Cruz Diario, of April 3 ult, for the New York Express.

By the packet of Guatemala, from Honduras, we have received papers and dates to the middle of March.

Leon, the capital of Nicaragua, which had been in a state of siege by Gen. Malespin, was taken by force of arms after a bloody attack; and acts of cruelty were perpetrated by the conquerors equalled only in the wars of Buenos Ayres. The Guatemala Gazette states that more than [illegible] persons were assassinated on foot by Gen. Malespin, with at distances of the age, women and children and priests.

What this means, and the involves to these excesses, Gen. Cabanas and the other officers of Leon treated with a few arms and the military chest; and, on reaching the province of Sebaste, of which Malespin is Governor, the man who had the command in his absence, and the people rose against Malespin. The chambers have declared his election null, as the result of military at home, and instituted proceedings against him, ordered his property to be seized, and that, in case of his refusing to appear on trial, he should be held and treated as a traitor. He was afterwards excommunicated by Bishop Aycinena, with all the excommunication the church, for the assassination of the priests of Leon.

Malespin, on his part, was marching for San Salvador, at the head of his troops, and his position is exactly like that in which Gen. Santa Anna lately placed himself in Mexico.

Bishop Campos, of Chiapas, has returned from his excursion to Guatemala, stopped within the limits of his diocese, and told the people not to proceed while then. Malespin had arms in his hands.

The Government of Guatemala had prohibited the admission of the Jesuit fathers, who were in the city on their way to that state, and did not permit them to land in the port of Izabel. It appears that this was done because the President Gen. Carrera had received information that they were going to set themselves to secure his overthrow. We are assured however that he has paid their passage although he does not admit them.

LATE FROM AFRICA.

The barque Adams, Brown, arrived this morning from Sierra Leone, after a passage of 36 days.

A brigantine, with 425 slaves on board, a prize to H. B. M. ship Wasp, arrived at Sierra Leone, on the 11th April.

A large Brazilian brig, having on board more than six hundred slaves, a prize to H. B. M. ship Albatross, arrived at Sierra Leone, on the 19th of April. Since the capture of this vessel more than half of the slaves had died.—[N. Y. Com. Advertiser of Monday.

FROM MEXICO.

Dates from Mexico to the 21st ult. have been received. An arrangement for recognizing the independence of Texas, provided annexation with the United States is rejected, had been submitted to the Mexican Congress.

It would seem that the Mexican Government, however, is desirous to prepare for war, it having asked Congress for a loan of $3,000,000.

On the 10th of April Congress passed a resolution allowing Santa Anna and Canalizo to exculpate themselves, within 60 days, from the charges.—If they refuse, the prosecutions against them are to be urged forward.

The Philadelphia Gazette of Tuesday evening has a letter dated "Off Vera Cruz, May 1," which says that Mexico had agreed to the above arrangement. The prospectings of the Congress all had a pacific aspect toward the United States.

Chronicle & Gazette.

SATURDAY, MAY 30, 1845.

LOAN & TRUST COMPANY.

We observe in a letter from the London Correspondent of the Quebec Gazette, the following sentence—

"The "Loan and Trust Company" getting up for Canada meets with approval here, *with the reservation* that it be supported by first rate Colonists."

Can there be any doubt that this project is most highly approved of by every intelligent Canadian—and can a better proof of it be given than that two Acts of our Provincial Parliament have passed unanimously in its favour; the second too at the very close of the last Session, when the House was loaded with business—passed both branches of the Legislature without a dissenting voice.

One would think that if this fact were known it would be proof enough of the high value which is set upon the Loan and Trust Company by all parties, of all conditions in society in Canada. In addition to this however—in proof of the estimation in which the objects of the Company are held—and the anxiety felt for the commencement of its operation, we can state positively—and we speak advisedly—that if the whole capital of two Millions were paid in, it would be taken up in Canada on the very best security within a year. It is one of those undertakings upon the utility of which there are now no two opinions. There were a few narrow-minded folks, who, from not having duly considered the matter—or who probably wanted capacity to understand it, have urged that in some cases money would be borrowed and expended improvidently; that many a man's farm will be sacrificed by it. Well, suppose it be so, does it follow that because of a few improvident men, a whole country is to be kept back, because a few may waste the money which they borrow, that those who would use it discreetly shall be prevented from deriving the advantage. This would be strange reasoning indeed—and would be like that of a certain member of the Provincial Parliament who once refused to vote for the establishment of a line Mail Stage, because the number of horses required would eat up all the oats in the country.

[illegible] temperate, just men there are, who for the want of a few hundred pounds are kept poor and needy, and in danger of losing their farms because they cannot raise capital sufficient to make enough of their land productive to support them? how many such men, by a little assistance from this Loan and Trust Company will be enabled to increase their 20, 30 or 40 acres of productive land to 100, or probably to 200 acres—and thus acquire not only a competence, but wealth; whereas, without it, they drag on a poverty stricken and anxious existence, living as it were from hand to mouth—neither adding to their own wealth, providing for old age, nor contributing to the wealth of the Province. A state of things which we verily believe will be found to be the real cause not only of most of our dissatisfactions, but of that want of enterprise which is so loudly and so justly complained of.

We fearlessly say that whilst this Company will prove to be one of Canada's greatest blessings it will also turn out to be one of the safest investments that can be engaged in by capitalists, and will afford the stockholders an immediate and handsome interest for their money. Let us take the capital at £200,000, and suppose it to be placed at interest on Mortgage on the 1st of January, 1846. The Company receives half a year's interest in advance, which is, at 6 per cent, £3,000—this sum may be immediately added to the Capital, or made to produce 6 per cent, some other way. At the end of 6 months, on the 1st of July, the Company receives a second £15,000, together with the interest of the first £15,000 for six months—so that at the end of six months the Company will have received £30,000, which, less the expenses of management (and they need not be large,) may be divided amongst the Stockholders; and supposing those expenses to be £2000 per annum will pay to them about 8½ per cent. At the end of the year there will be another £15,000 to be received, which will pay, after deducting the expense of management, about 2, 3-4—together making between 8 and 9 per cent, per annum on the Capital. The principal being placed upon the very best security.

By private letters received from Mr. Atchison, who has in a most praiseworthy manner originated and almost completed this measure, we learn that he has every prospect of having the whole stock of two millions taken up, in which case it will prove the best description of stock either in or out of Canada.

The Weather is singularly cold for the season. On Thursday night there was a sore frost which has destroyed the potato tops, beans, and other tender vegetables, and we are afraid that fruit trees now in bloom have also suffered material injury.

The following paragraph is from the London Correspondence to the Quebec Gazette.

"There are two or three proposals in progress of being brought before our Capitalists for the raising of capital by shares to form railways in Canada.—I am happy to be able to assure you that there is every prospect that our money-loving men will most readily subscribe for the important object I have alluded to. It will in the opinion of many practical men, divert much capital from being employed in carrying out plans for the construction of railways on the Continent, schemes for which are springing up with awful rapidity. To Canada, the advantageous employment of capital in railway would prove manifold, as intercommunication in the country would be facilitated and its resources more fully developed, and assistance would be given to the present settlers by the engagements which may leave their country in search of the means of subsistence. I have every reason to believe that Sir Robert Peel has had his attention directed to this most important subject of railways in Canada,—so that he is in a position to give every facility that the Government legitimately give to aid such works, and the Colonial Legislature will be ready to aid the object in view.—One railway has been announced at the time to construct a railway in the Country. The Western Canada, Gutson and Huron Railway Company, [illegible] The London and Trust Company getting up in Canada [illegible] meets with approval here, with the reservation that it be supported by first rate colonists.

Nothing would be more acceptable to Canada than that British Capitalists should employ their capital amongst us, few things would be more disastrous to us than that such capital should be, from ignorance or design, improvidently expended. There is one great feature in common with what has been done in England—Experience has fully demonstrated that the extent of travelling in all countries is determined by the facilities offered to travellers; these facilities consist in cheapness, safety, and speed. We have invested in another place the receipts for the year of the various Railroads in England; one week is there who, if he had a few short months ago foretold such a result, would not have been set down as a visionary, and utterly wanting of confidence. Similar results will follow in Canada. A few years ago we had one Steamboat which made a passage from Kingston to Toronto and back in eight days. She, contrary to general expectation, paid her proprietors a fair profit—there are now 8 or 10 first class steamboats plying on the same route every day and all evidently paying a large profit to their Proprietors. We may dine in Toronto and Breakfast in Kingston 150 miles, or—the contrary every day if we please, for the sum of five dollars each way, including Board—and the consequence is that where one person used to travel from one of these places to the other, by 5 or 6 days' journey by land or sometimes a three weeks voyage by a schooner—a hundred persons travel by Steamboat, and when one may breakfast in Toronto, lunch at Kingston, and dine in Montreal,—where a hundred passengers now travel by steam one thousand will travel by railroad. But in new countries special regard must be paid to the local circumstances of those countries for although increased facilities induce a corresponding extent of travelling, yet this remark can only apply to those parts of the country where are to be found persons to produce to take the benefit of these facilities.

We invite the Capitalists of England directing their attention to the construction of a line of Railroad in Canada—and we hesitate not to say that beginning at Detroit or Sarnia or probably one from each of those places, forming a junction at or near London, and from thence to Hamilton to Toronto, and on to Montreal would prove to be one of the best undertakings ever attempted.

The entire distance from Port Sarnia to Montreal is 400 miles, this distance at 30 miles an hour, would be performed in 17½ hours. A traveller leaving Sarnia, which is 3-4 of a mile from the State of Michigan, at 4 o'clock in the morning would reach Montreal at 10 the evening of the same day. If the people of England are disposed to speculate in a railroad, this is the line which they should undertake, the surface is peculiarly well adapted for it, there are fewer obstacles than are to be met on any five hundred miles in England. Every mile is studded with Towns, Villages, Towns or Cities—and the extent of travel would be immense. A correspondent of ours made a representation on this subject to Lord Sydenham soon after his arrival in Canada, but matters were not ripe for the project—they are now become so—English Capitalists have discovered the advantages of railroads—large fortunes have been made by them, and they are now naturally turning their attention to the employment of their still superfluous capital in Canada.

If the people of Canada are wise they will seize the favorable moment, burying all petty local rivalries, they will unite as one man, make up a subscription and despatch some two or three influential and scientific men to England with a full report—describing the particulars of population, surface, distance, and probable results, as there will be little difficulty in getting a Company to undertake the work of constructing a railroad to be called the Great Canadian Railroad, which will ere long have for its terminus the St. Clair at its Western extremity, and passing through London, Hamilton, Toronto, Kingston, Montreal, and Quebec for its Eastern termination.

We hope our contemporaries of the Canadian Press will not allow this project to be alluded to in our columns alone, but that every paper in the Province will be found to advocate it.

We have met with a number of very respectable English Agricultural emigrants upon our wharfs, who are totally ignorant of the course they ought to follow. One family consisting of a husband and wife and five children on being questioned, produced two papers, one addressed to Warren in the Western District, and another evidently given him by a yankee, directing them to Detroit, U. S., which the poor fellow thought was near Toronto. We recommend all such persons going westward, and who may require this article, to apply to the Canada Company's Office at Toronto, where they will receive every kind of information which may be useful on and obtain land on the most advantageous terms.

The passage from London to Liverpool, 204 miles, is about one accomplished in 6 hours, by Railroad.

We enjoyed a high musical treat on being present at Mr. Phillip's Concert last Evening at the Court House—which was numerously and very respectably attended.

Mr. Phillips's singing is of the first order, and we are glad to welcome to our shores such performers, by whom our old reminiscenses are revived and the public taste for music so much improved.

The simple ballad of "My Mother" was exquisitely sung—as indeed were all his other songs.

Disease amongst Cattle.—A terrible disease has for some time past raged amongst cattle on the Continent; and has at length found its way to some districts of England, Ireland and Scotland. Cattle when attacked seldom exist more than 24 hours after the disease displays itself. It attacks dairy and fat stock of all ages—the lungs being first affected with violent cough, wheezing and glandular swellings resembling strangles in the horse. Should it spread in Britain as it has done in Scotland it may produce an important influence on the price of Canadian Beef.

A petition has been presented to the House of Commons to allow Wheat from British India to be imported into England upon the same terms as Canadian Wheat is imported.

Two persons of the name of Thomas J. French and Aaron Bates, were yesterday fully committed to stand their trial at the next Court of General Quarter Sessions of the Peace of the Midland District, on a charge of uttering Counterfeit money. The prisoners are from the County of Oswego in the State of New York.

We invite the attention of persons desirous of purchasing real estate in Kingston to Mr. Greer's advertisement in another column. It is very seldom now-a-days that Lots so eligibly situated as those to be sold on Monday next are offered at public auction—and we have no doubt they will be sold cheap, in consequence of the general depression in business that now exists.

To the Editor of the Chronicle & Gazette.

MILITIA TRAINING.

SIR,—I regretted to perceive in the British Whig, the other day, some comments regarding the Militia of Upper Canada, in which a portion of the Officers were described as mere yard stick men, "lording it over better men"—and rejoicing that by a recent enactment of the Legislature, the law requiring the Militia to meet on the 4th of June in each year for the purpose of training, had been done away with, as the Militia upon that occasion only made "asses of themselves." Such remarks are, to say the least of them, only calculated to promote ill blood, where there ought to be union, and where, as I happen to know, there has been generally speaking, a proper regard for discipline and legal authority, in times of peril. The law which requires the Militia to assemble on the 4th of June, is for the purpose of "enrolment" and not for "training", as stated; and in this case I and men choose to "train", as it is called, they ought not to be sneered at, for these are the "Yard-stick men" and Farmers, who have always been ready to turn out with courage and cheerfulness in time of War, or whenever the Frontier has been threatened. The Queen has publicly thanked them, and the Duke has declared in the House of Lords, that he loved those men. Many an Officer of the line where Leks are now whistling, who had the honor of witnessing their gallantry, when saltpetre was making ugly holes in people, would reiterate the sentiment.

Having written thus far, my attention has been directed to a "Regimental Order" of one of the Frontenac Regiments, which gives notice that the recent enactment of the 8th Victoria, Chapter 51, having repealed the 8th and 43d sections of the present Militia Act, there will consequently be no annual muster on the 4th of June. I am no lawyer, but I have every reason to think that the Officers of the 2d Regt. and the "Whig" are wrong in supposing that the muster on the 4th June is to be done away with. The annual "enrolment" or muster of the Militia is authorized by the *fourth* section of the Militia Act, (2d Vict. ch. 9.) The 8th Section provides that commanding officers of Regiments may have power to assemble their regiments two days in each year for the purpose of "drill and inspection", and the 43d section gives the commanding officer power to call out the commissioned and non-commissioned officers of his Regiment for "drill or exercise" one day in each month. The recent enactment "suspends" only for one year the operation of the 8th and 43d clauses of the Militia Act, but it does not affect the 4th section which relates to the annual enrolment on the 4th June. It is upon this annual enrolment that all the Militia statistics are based, so essentially necessary to be known for the safety of the country. The law now requires that the Adjutant General shall make returns annually of the strength of the Militia, and this could not be done without the muster on the 4th June. It is a common mistake to suppose that this muster is a "*training*" in the proper meaning of the word. It is simply an annual enrolment of the Militia force. The "trainings" are those authorized by the 8th and 43d sections, and are the only parts of the present Militia Law now suspended—not "repealed," as has been stated. If our gallant and worthy Adjutant General will obtain the opinion of Mr. Attorney General Draper (should it be considered necessary) on the new Act, I have no doubt my statements as to its effect will be corroborated.

BROCK.

Kingston, May 30, 1845.

To the Editor of the Chronicle & Gazette.

DEAR SIR,—My attention was drawn a few days since to an advertisement in the columns of your useful paper, of a Tea-Meeting to be held in the Canadian Wesleyan Methodist Church, on Wednesday the 28th May, for the benefit of the Sabbath School in connection with the said church. Seeing the blessed cause it was designed to promote, I, as usual, accordingly repaired on Wednesday evening to the place appointed,—partook of a more than common feast of good things; after which, I heard, with great delight, the Choir sing,—then the Band of Old Scotland's brave 71st Regiment perform some excellent music—an elevating speech from Lachlan Taylor—the Rev. Mr. Bevitt—the Rev. Mr. Gemley—the Rev. Mr. Carroll, Chairman of the District.

Several beautiful pieces of poetry, dialogues, &c., were recited by children belonging to the Sunday School, in a manner which did credit to themselves and their teachers.

I have attended many places of amusement, both moral and musical, but I can truly say, that never have I been to any thing to excel the Tea party of Wednesday evening. There were not as many persons as was anticipated, owing to the unfavorable state of the weather, however, there was a respectable company.

Yours, &c.

A SPECTATOR.

Kingston, May 30, 1845.

A large raft with 11 persons on it, was wrecked yesterday in descending the Lachine Rapids. Two of the number are supposed to be drowned; the others saved themselves, some in the small canoe which is usually attached to rafts, and some by clinging to pieces of timber. Fragments of the raft were seen floating down the river, during the greater part of the afternoon.—[Mont. Gazette.

The Timber Trade.—From conversations lately had with some experienced Lumber-seekers on the Ottawa we learn that all the Timber will not be got out of the smaller streams this season. The water in the Ottawa river is now nearly as high as has ever been known; but this great height of water, we are assured by any extraordinary flow in the streams on which Lumber is made, but is altogether caused by the far away north-western snows at the upper sources of the Ottawa. The snows at the Madawaska, the Bonchere, the Deep Mississippi, the Mattawacha, the Petite Riviere, and other minor streams from which Lumber is chiefly taken, have not an average height of water this spring; and, consequently, the immense quantities of Timber thrown into them the past winter will not be got into market this year. A sufficient share in the spring is required to raise the water in the super-stream above mentioned to a proper height for successful Lumbering operations—the gradual thaw this spring drained the water off by piecemeal, and it did not at any time sufficiently concentrate itself to carry off Timber not made in favorable situations. The new Slides, too, as might have been expected, have not been altogether perfect; and in some instances, we are told, have given way, thwarting further efforts to the getting down of Timber this year. No blame is, however, attached to the superintendent of the construction of these Slides, Mr. Nagle, but to the unsuitable and unpracticable sites on which it was necessary to construct them. An unusual number of accidents, and great destruction of human life, has already occurred this spring on the Ottawa and its tributaries—up to the moment of writing we have heard of no less than thirty six deaths by drowning. Yesterday afternoon a Coroner's Inquest was held before William Smyth, Esq., Coroner, on one of the bodies, a French-Canadian, found floating below the Tow—another body has also been discovered floating about. Owing to the great height of water in the River it was impracticable to run cribs through the great Timber Slide at the Chaudiere Falls until within the past few days—two days ago cribs, (not without danger of being broken to pieces,) were sent through Wright's Slide, on the Lower Canada side, Slide, on the Upper Canada side. A great number of Rafts line the banks above the Slides waiting a favourable opportunity to get down. The prospect for Lumber at market was never fairer than it is at present. We are informed that White Pine at Quebec is worth 7d. per foot. A number of vessels are now lying idle at Quebec waiting for loading.—[Bytown Packet.

Narrow Escape.—At Ramsey's Falls, a few days since, as some lumbermen, in the employment of Dr. Gilchrist, were endeavoring to guide a large raft to the mouth of the slide, their comrades on land sent out a boat for the purpose of attaching a rope to the timber, and keeping it from wheeling out into the current, it being but a short distance above the Falls. There were 4 men on the crib, one of them a French Canadian, all of whom stuck to their oars, and pulled away in the direction of the boat which succeeded in bearing the rope to shore, but not before the current struck the raft, and was carrying it away with increasing velocity. In a few moments, the individuals on land, one of whom was dragged out into the water to his neck, were obliged to let go the cable, and abandon them all to what was then considered unavoidable destruction. The Frenchman, aware of his perilous situation, sprang into the water with the hope of reaching the shore, but was instantly whirled back to the raft, and taken up by his companions, who at this awful crisis were with fearful rapidity, dashing down the torrent which in one place leaped over a precipice of twenty feet. Happily, however, while passing near the boom where some of their companions were standing, one of them had the fortune to seize a rope which was thrown towards the crib—upon which an old skiff that could scarcely be kept afloat for five minutes, was lowered, and the poor fellows rescued from the very verge of ruin.—[Peterboro' Chronicle.

Fire.—We regret to learn that the Carding and Fulling Mill of Mr. Richard Lambert, Metcalfe, Emily, was accidentally destroyed by fire on Sunday morning, about the hour of two o'clock. Mr. L. had just returned from the States with some new cards, which were to have been in full operation yesterday, but which, with every item belonging to the concern, were reduced to ashes. Our correspondent also informs us, that it was with some difficulty that the adjoining Grist Mill of W. Cottingham Esq., which was full of grain, was saved.

Mr. Lambert's loss is estimated at £120.—[Ib.

The Road to Rice Lake.—The deputation that [illegible] returned, and we understand that their efforts have been entirely successful in obtaining from the Board of Works and the Government a full recognition of the undoubted claim Cobourg possesses to have its communication with the back country made perfect by the formation of a plank road to the Rice Lake, which, in order to obviate the objections urged against the branch from the Port Hope road, it is proposed should terminate at Gore's landing or some other point opposite, or nearly so, to the Otonabee river. Strong hopes were entertained by the deputation that Government would, under the peculiar exigencies of the case, have authorized on its own responsibility the expenditure of a sum sufficient to finish the [illegible] road during the present season; these hopes, however, have been disappointed, the Government having determined to adhere rigidly to the principle, which we admit to be perfectly constitutional, of not expending any of the public money without a previous Parliamentary vote. We cannot say they are wrong in this, although we are of opinion that the case made out by the deputation and recognized by the Board of Works, would have been a sufficient justification to the Government for a departure from the ordinary course. The people of Cobourg must for the present season, do as they have hitherto done, keep the road passable at their own private expense. It is a heavy tax upon them indeed, and they feel it more severely because they have been most shamefully deprived of all benefit from the appropriation for the Newcastle District, which originally contemplated the improvement in question. We trust the Government will place the matter in its proper light before Parliament at its next session; meantime, however, the people of the Town must keep a close eye to it. Perseverance in a case so just must result in success; the advice, therefore, we give to all interested in this road, and we give it with the fullest confidence, is to *persevere.*—[Cobourg Star.

Oswego and Syracuse Railroad.—A favorable charter has been obtained for the construction of this work, in the face of a violent opposition from the West—a point of no little importance gained, when we consider the jealousy of rival interests, and the grasping hostility to corporations. As they often serve to shield associated wealth, by which great public improvements are achieved, corporations are objects of popular prejudice, by a play upon which, politicians seek the popular favor. To foster the natural envy, and excite the passions of the poor against the rich, is coming to be legitimate weapons of party warfare, and corporations have therefore become the butt of demagogues, who rely more upon the vulgar prejudices than the enlightened reason of the people. It is only by associating wealth, that railroads and canals can be built, and to the encouragement and protection extended by Legislative enactments, are we indebted for the improvements which adorn our age and country, as well as for that investment of capital, which gives employment to labor, and dispenses and diffuses benefits through all classes of society.

The value of a thing is graduated somewhat by the difficulty, the expense, the care and labor by which it is obtained; and we trust Oswego will know how to appreciate and estimate the value and importance of a charter, thus had in defiance of hostile and powerful rival in events. Oswego has not the capital to build the road, but she has the ability to cause it to be built. Ample means can be obtained upon a full and fair representation of our case. It is only necessary to "define our geographical position" with the aid of maps and statistics of the trade, commerce, resources and population of the vast regions, to which Oswego must form the key, to obtain the necessary means for building the road. Let us then seize without delay upon the privileges granted by the Legislature for the right and speedy improvement of our great natural commercial advantages. The construction of the road will open to the Canadian and Western travel, the same unrivalled facilities we are now enabled to offer to the Canadian and Western trade. Our route is the shortest and the cheapest, and with the mode of conveyance on other routes, will of course take the travel with the trade. It is now time for the Commissioners to move in the matter, and take immediate steps to present to capitalists abroad the inducements, advantages, and eligibility of the route, which has already been surveyed; and by which 25 miles of railroad will connect our inland seas with the main lines between the East and the West, at Syracuse.—[Oswego Write.

Hudson, Cornwall, and Montreal Railway.—Up to the 21st, $600,000 of the stock of the Company and to White River had been taken all taken in the country.—

From the Montreal Gazette.

TESTIMONIAL TO CAPT. SWINBURN, OF THE GREAT BRITAIN.

(Copy.)

Montreal, 24th May, 1845.

SIR,—As a Committee appointed by the merchants of this city, appreciating the resolution and energy which has again in the third instance successively conducted the "Great Britain" to our Port, first of the spring arrivals from sea, feel desirous of acknowledging publicly the high consideration in which they hold your services, and at the same time of marking, by a suitable tribute of our esteem, the benefits thus conferred upon the trade of the country at large;

We, therefore, beg leave to request your acceptance of this purse as a token of the high value with which a long and friendly intercourse has taught us to regard your abilities as a seaman, and your character as a man; and we fervently pray that it may please that Providence which has hitherto watched over your perilous career upon the trackless deep, to continue many years of health and happiness to yourself, and of useful and honourable example to the trade.

We have the honour to be,

Sir,

Your most obedient servants,

(Signed) THOMAS CRINGAN.
H. STEPHENS.
JNO. E. MILLS.
ANDREW SHAW.

To James Swinburn, Esq., Commander of the ship "Great Britain."

(Copy.)

Montreal, 26th May, 1845.

GENTLEMEN,—I receive this distinguished mark of the consideration of the merchants of Montreal, with feelings of the most heartfelt gratitude.

I have now been trading to this port for seventeen years, having made, during that period, thirty-one voyages, all successful ones, but one—caused by the misconduct of a Pilot; and I have always experienced, in this city, the greatest kindness and hospitality, which I have considered an ample reward for endeavouring to do my duty to my owners and to the patrons of my ship. But this additional very flattering testimonial of the good opinion entertained of my humble abilities as a seaman, and my character as a man, by the mercantile body of Montreal, however [illegible] and far beyond, in value, those services which you have noticed in such friendly terms. The assurance, however, of possessing their respect and confidence, will, under the guidance of Divine Providence, which has hitherto favored me so much, cheer and support me in discharging my perilous duties through the remaining portion of my voyage of life, and enable me to steer with the courage and steadiness of a British sailor into that port destined for all living, which, in the course of nature, I must ere long enter.

Fervently thanking you, gentlemen, for the trouble you have taken in waiting on me,

I am, most respectfully,

Your very obedient servant,

(Signed) J