We cannot undertake to return communications of which we do not avail ourselves. Communications should always be legibly written, and on one side of the paper only; if long, it increases the difficulty of finding space for them. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of his good faith.

The Daily British Whig.

Upper pro Orbem Dicor.

MONDAY MORNING, MAY 11, 1857.

LETTERS AND TELEGRAPHS.

T. W. C., Toronto, with rem.; P. M., Port Hope.

THE OTTAWA SURVEY.

The Report of the Commissioner of Public Works for 1856. We find in it the Report of Mr. Shanly on the progress of the Ottawa survey, and we hasten to lay it before our readers. It contains some statements of great public interest—particularly for Montreal. Mr. Shanly says the greatest obstructions in the way of through navigation are on this side of the City of Ottawa; and from an exploration he has made of the waters flowing into the Georgian Bay, he rises to enthusiasm in describing their adaptability for navigation, and prophesies that an immense commerce will one day, not far distant, find its way over them. He reports the country unfavorable for a railway. Here is his report:

Toronto, 19th March, 1857.

Sir,—I have the honor to report, for the information of the Commissioners, the progress of the survey of the River Ottawa, the charge of which they committed to me on the 22d July last.

On receiving my instructions I lost no time in taking measures to collect the most reliable information within my reach relative to the long chain of waters it was proposed to survey, with a view to improvement in navigation, extending from the mouth of the French River, on the Georgian Bay, to Montreal—an estimated distance of 430 miles.

My attention having been directed to the sum appropriated towards defraying expenses of the survey, the limited amount to which was in very narrow proportion of the breadth of my instructions, I deemed it proper to regulate my proceedings so as to make the first appropriation apply on such section of the river as were known to prevent the principal obstructions to a continuous navigation.

The old canoe route of the "voyageurs" of the north west follows the Ottawa for about 180 miles above Bytown, to the mouth of the Matawan River; ascending which stream, nearly due west, to its head waters on Trout Lake, (about 40 miles) it there crosses the height of land separating the waters flowing to the Ottawa from those tributary to the St. Lawrence. The width of the dividing ridge may be taken at three miles, and it is washed on the west side by Lake Nipissingue; crossing which we descend its outlet, the French River, to the Georgian Bay. The distance from the mouth of the Matawan, where we leave the Ottawa, to that of French River, is about 125 miles.

This old canoe route is that which will be adopted for any larger scheme of navigation that the growing wants of the country may require to be perfected by the Valley of the Ottawa.

Pursuing my inquiries, I learned that of that portion of the Ottawa River above referred to, viz. the 180 miles from Bytown to the Matawan, about 85 are navigated, in three distinct sections, by steamers of from 5 to 5½ feet draught of water; the highest point to which they ascend being "Les deux Joachims" Rapids, 135 miles above the City of Ottawa (Bytown).

The three navigable reaches are:

1st. Lac des Chenes: commencing nine miles above Bytown, and extending to the foot of the Chats Rapids, - - - - - 25 miles
2nd. Lac des Chats: from head of the Chats Rapids to Portage du Fort, - - 23 "
3rd. The Deep River: extending from near the head of Les Allumettes Island to the foot of Les deux Joachims Rapids, about 25 "

I had also ascertained that the Department had already had a survey made for a canal nine miles in length, to connect the Lower Ottawa, below the City of Ottawa, with Lac des Chenes above, and further, that one of three miles in length, to surmount the Chats Rapids, and unite the two lakes, Les Chenes and Les Chats, was actually in course of construction.

The completion of these two works would have the effect of rendering the Upper Ottawa continuously navigable from Bytown to Portage du Fort, 60 miles; but thence to the upper extremity of Les Allumettes Island, a stretch of 40 miles, I found the river wholly unnavigable for purposes of navigation, interrupted by frequent rapids, and divided by islands into two distinct and tortuous channels.

I fixed upon this intricate section of the river for the commencement of the survey; considering that however the question of a through navigation to Lake Huron may be eventually solved, the improvement of the Ottawa proper, for purposes of internal commerce must soon demand a complete connection of the disjointed navigation now existing between Bytown and the head of the fine stretch of deep water known as the Deep River, steps for perfecting which as far up as Portage du Fort had, as has been said above, already been commenced.

By the middle of August a party of Surveyors was in the field, and operations commenced in the vicinity of Pembroke. The work of Surveying has been continued all winter; and will require at least another year to complete; no equal portion of the proposed chain of navigation above Bytown presenting so many or so great obstacles to improvement, or, consequently, requiring such careful and accurate surveying as this part between Portage du Fort and the Deep River.

From the head of the Deep River, upwards, the Ottawa is of direct and comparatively unembarrassed character, the descent of its waters being chiefly concentrated in four short rapids, varying in fall from 10 to 40 feet.

It appeared to me, then, that the instrumental examination of this section of our route, from the Joachims to the Matawan Rapids, fifty miles in length, might be judiciously deferred for the present, and I, accordingly, turned my attention to that very important link where the question of connecting the Ottawa waters with those of Lake Huron has to be tried, viz: between the mouth of the Matawan River and Lake Nipissingue.

The Matawan has an ascending direction nearly due west; its length is forty miles, and its head waters, in Trout Lake, are within three quarters of a mile of those of La River de Vase, a tributary of Lake Nipissingue.

Upon this section I placed two parties of Surveyors, and arranged for a winter campaign by sending up supplies of provisions, &c., sufficient to last them until the reopening of the navigation, which in that region cannot be counted on much earlier than the 10th of May.

Notwithstanding the severity of the winter, the thermometer frequently indicating minus 29 degrees, I am enabled to report that the work on the Matawan has steadily progressed, and is conducted with a view to obtain a full and complete chart of the river and its lakes, together with a topographical survey of the ridge that divides its waters from those of Lake Nipissingue, so as to ascertain how and where a connection between them can be best effected.

The foregoing constitutes all the steps I had contemplated taking towards carrying out my instructions until means for further operations could be obtained; but upon the suspension of the works of the Chats Canal, I suggested to the Department the employment of the engineering staff that had been there engaged, to complete the survey of the river, from the foot of that canal to the head of the contemplated one, which is to surmount the Chaudiere Rapids from Bytown. The survey, taking in the whole Lac des Chenes, is going forward; and, with the facilities afforded by the ice, I look to have the principal channels accurately sounded, between the points referred to, before it has ceased to be safe to work upon.

With the above addition to my first plan of operations, the whole extent of the route now under survey is as follows:—

1st. From the head of the Chaudière Rapids to the foot of the Chats - - - 36 miles,
2nd. From Portage du Fort to the foot of the Deep River - 40 "
3rd. From the mouth of the Matawan to that of River de Vase - - - - - 45 "

Total - - - 110 miles.

I estimate the whole length of the route covered by my instructions at 430 miles, so that there remain 320 miles, towards the surveying of which no steps have as yet been taken. In that distance, however, is embraced a large portion of still deep water, which will involve much less outlay for surveys, mile for mile, than those sections now in hands.

While upon this subject, may observe, that so far as I am yet able to form an opinion on the project of a ship canal by the Ottawa route to the Western Lakes, no part of the river calls for more careful examination, or is more likely to present more continuous obstacles to a deep navigation than that part commonly termed the Lower Ottawa, extending from Bytown to its confluence with the St. Lawrence; the length of which, calling Montreal the point of junction, is commonly rated at 120 miles; of that section of the route beyond some examinations made with a view to ascertaining the existing condition of the Ordnance Canals, no surveys have yet been undertaken.

Of the result of the surveys going forward in three sections detailed above, I am not now prepared to speak, this report being only intended to keep the Commissioners advised of the steps that have been adopted for carrying out their views. Since the setting in of winter the attention of the engineers has been principally directed to sounding the several parts of the rivers on which they are engaged, and, while the ice continues safe, that important branch of the work will be urged forward with all convenient despatch; for, on the facts to be brought to light by it will mainly depend the solution of the question as to the scale of navigation to which the Ottawa and other waters in the chain are adapted by nature or can be improved by art.—The Commissioners will perceive, also, that that question, as well as the still more momentous one of cost, will have to be dealt with as a whole, and cannot possibly be so treated while any of the obstructed portions of the route remain unexamined.—All the soundings that can be taken by the aid of the ice this season, will be had by the middle of April at furthest, and by the end of that month I trust to be able to report with some degree of confidence on the capacity of the whole of the Rivers and Lakes which are to form the links in the chain of navigation above the City of Ottawa; I can then, also, touch upon the important questions of the union of Ottawa waters with those of Huron, and of the source whence the supply of lockage water is to be drawn.

Referring to that portion of my instructions which directs a railway exploration to be carried along the valley of the Ottawa, in order that the facilities afforded for that means of communication may be compared with the navigable advantages of the river, I have to report that a line has been surveyed from Pembroke to Les Rapides des Joachims, a distance of 40 miles; that the configuration of the country is not favorable to railway construction; and that I have deemed it advisable not to incur useless expenditure by continuing the survey further up than the Rapids aforesaid, at the head of the "Deep River" navigation.

I made Pembroke the starting point of the railway survey, considering it needless to commence lower down the river, the Brockville and Ottawa Railway Company having already had their line surveyed up to that point.

For the necessary information relative to the cost of the surveys, past and to come I beg leave to refer you to my letter of the 21st ult. specially treating of that important subject.

Before concluding this report, I beg leave to say, that I have myself explored all that portion of the proposed line of communication lying between the mouth of the French River, in the North-east angle of Lake Huron, and Portage du Fort, at the foot of Calumet series of falls, on the Ottawa; and have made a general examination of all the main obstructions to the navigable connection of that long chain of waters.

As to the result of my observations on that section of the route where the flow of the waters is to the west, not herein before specially described, I will briefly state, that that mouth of the French River by which I entered it, under the guidance of an Indian of Lake Nipissingue, is not obstructed by islands and is capable of being made accessible for large vessels; that the French River itself is singularly facile of adaptation to the purposes of a deep navigation; that Lake Nipissingue, a noble expense of water, possesses, at least on that side of it (the southerly) with which we have to do, ample depth and fine harbourage; and, finally, that the ridge separating its waters from those of the Ottawa cannot be looked upon as a formidable barrier to their union when it is known as a cutting of three-fourths of a mile in length by twelve feet depth would cause the upper waters of the Matawan, now tributary to the Ottawa, and more than 200 feet deep, to flow to Lake Huron by way of the French River.

I voyaged the whole of the above mentioned portion of the route, some 260 miles, by canoe, and found it to embrace a vast proportion of deep, still water, stamped to a great extent, with lake rather than River characteristics; and I reached the end of my journey strongy impressed with the conviction that nature has there marked out a pathway in the desert that the Genius of Commerce will, at no far off day, render subservient to its ends; the navigable connection of the great Lakes with "La Grande Rivere du Nord." I look upon as inevitable; scale of navigation to which the route, as a whole, is capable of being adapted, remains to be determined by survey.

In my next report I will be prepared to take up the subject of lockage, shewing the amount to be encountered on this route as compared with that of the Lakes of the St. Lawrence; a comparative exhibit of distances will then also be shewn.

I cannot close this report without bearing testimony to the singular accuracy of the surveys made by Sir W. Logan, Provincial Geologist, and his assistant, Mr. Murray, on the Mattawan, Lake Nipissingue, and the French River. I use the term singular, in view of the limited means at their disposal.

The levels of the Matawan River, lakes, I believe, by the former gentlemen, have proved strictly correct, and the surveys of Lake Nipissingue and the French River, wholly the work of Mr. Murray, I understand, are highly reliable, and will be a means of effecting much saving of time and expense in carrying out the engineering of examinations that the Commissioners have entrusted to me.

The whole is respectfully submitted, and I remain, Sir,

Your obedient servant.

W. SHANLY.

THE ROSSIN HOUSE AT TORONTO.

The Local papers speak in the highest terms of the New Rossin House, to be opened on the 20th of May by Mr. A. C. Joslyn, formerly of Congress Hall, Albany. The annexed is taken from a Toronto paper:—

THE ROSSIN HOUSE.

There are five entrances to the Hotel, one at the extreme east end on King Street—one through a cigar store, also on King Street—the main entrance on York Street, and a private door at the south end of the building, also on York street; another entrance is from the lane on York street.—Passing into the house through the main entrance, the guest enters a hall twenty feet wide, the floor of which is composed of smooth English tiles of various colors. This hall is heated by steam pipes along the sides. From it, towards the Bay, is a door leading to a spacious reading-room, well lighted, airy and comfortable—in the corner of which is a small office for the Montreal telegraph line. The annunciator, a bell from every room, is a most ingenious contrivance—228 wires entering it. The smoking room is lighted from the top by a cupola, 40 feet square, and heated by steam pipes. Underneath is the billiard room in the basement. The court is a space of ground one hundred feet square, enclosed by the King street front, the south wing and the main building. In the middle is being erected a splendid fountain, the basin of which is twenty feet in diameter, and to be kept in constant play. The rest of the ground is to be tastefully laid out with flowers, the engine house, in which is erected a steam engine of six horse power, with a steam pump attached, propels water to all parts of the building, as well as steam for drying, warming and cooking. Close to the engine, is sunk a tank eight feet deep, sixteen feet long, and ten wide, filled with water. By this engine, with the aid of hose, the hotel could be flooded with water in ten minutes. The dining room is the room of the entire building. It is ninety-five feet long, forty wide, and nineteen feet high; lighted by fourteen windows by day, and at night by five chandeliers. The floor is of narrow Georgian pipe, laid expressly for dancing, for this room is also the ball room. To the east of this is the carving room, in which there is a long table with dishes inserted, constantly hot by steam. On the corner of King and York streets is the ladies' drawing-room, a palace. Six large windows with inside shutters make the room as light as day. Two grates with marble mantles elegantly sculptured, excite admiration. Each bed-room in the building is provided with gas and water, each door with improved mortice and bolt locks, impossible to be picked from the outside, and all fully ventilated and lighted.—There are two hundred and twenty-eight rooms in the hotel.

The cost of the hotel and ground is $220,000. The management of the hotel, which is to be opened on the 20th, is assumed by A. C. Joslyn, formerly of Congress Hall, Albany, and the Everett House, New York.

More Revelations about the Great Southern Railway.

RAILWAY COMMITTEE.

Thursday, 7th May.

The interest which has been manifested in this important railroad matter, since it was first brought before the Committee, was, if anything, increased yesterday. The Railroad Committee is, of itself, a small Parliament; and what with witnesses, jobbers, contractors, and "chisellers," the room was densely crowded. Sir Allan MacNab was able, we were glad to perceive, to take the chair; and the Committee, generally a very slow one, appeared in unusual force.

The parties to the different projects, being represented by their respective counsel, the committee room assumed somewhat the appearance of a court of justice, Sir Allan MacNab making a very respectable and venerable-looking Judge, and the Committee forming a jury more than average merit and respectability.

The counsel for promotion of the bill were Frank Powell, Esq., and John O'Connor, Esq., of Sandwich.

Against the bill were Henry Eccles, Q. C. and Dr. Connor Q. C.

Mr. Rankin, upon being requested to go on, said he would make no further statements at present than those he had made yesterday.

Mr. J. G. Morrison said that it was for the promoters of the bill to show cause for it.

Neither party wishing to begin, Mr. Papin proposed that the Committee should go up and decide.

Finally, Mr. Eccles, at the suggestion of Mr. Attorney General Macdonald, opened the case against the bill. He made a clear, admirable, and telling speech, going over every point of objection to the charter Mr. Rankin sought for, and showing that it could not, and ought not to be granted upon any ground whatever. As his speech is fully reported in another place in our columns, we prefer not alluding to it further here. The Committee, we think, took an injudicious course, in not allowing Mr. Eccles to be replied to by Mr. Rankin's counsel at once; and this reason:—In all trials, in courts of justice, both parties are allowed, indeed are required, to state their cause, or what they propose to prove, in preliminary pleadings; and by this means the Judge knows precisely what is to be tried, and upon what issues evidence is to be received. Now, yesterday, Mr. Eccles did his pleading orally; that is, instead of furnishing the Committee with a record of the pleadings, he furnished them with a plain and distinct verbal statement of his case, and what he intended to. And if Mr. Powell had been allowed, or required, to do the same thing, the Committee would have known the exact point of difference between them, and the precise nature of the whole case upon which they were called upon to adjudicate. This course, may be adopted to-day; and it really but fair to Mr. Rankin, that the explanations of his counsel, and the grounds upon which he goes for his bill, should be as popularly and as fairly known as those of his opponents. Besides, after those statements on both sides, the Committee will know what sort of evidence is to be produced, and what importance indeed to attach to it. It strikes us, that this course is not the intelligent and proper one; but that it will facilitate proceedings very much, and reduce the enquiry down to something like a logical shape.

What will be the end of it, it is of course impossible for us to determinate; but if ever the demoralizing influence of railways was fully brought out, it is in the present case. So far, we can only refer to Mr. Eccles' speech. The revelations to-day will, we are told, be infinitely worse.

KINGSTON AND BELLEVILLE.

The annexed from McKenzie's Message, (a Return to Parliament) shows to what extent the Insolvents' Debtors' Law, (repealed) has been taken advantage of in Kingston and Belleville. The return from Kingston is evidently incorrect:

In Hastings County Judge Scott certifies that there were 52 applications. I quote the names of all who asked to be relieved from an aggregate of debt of £100 and upward, allowing $4 to the £, viz:

Robt. H. Jones, Belleville, carriage maker,	£ 3,989
John McDonald, do. lumber merch't	12,541
Alfred Argyle Campbell, do merch't	2,228
Robert Gordon, do merchant,	1,378
Wm. Dawning, lumber dealer, do.	8,597
Wm. J. Northgraves, watches, &c., Belleville,	1,316
James Sisk, livery stables, do.	3,341
Wm. & Job Lingham, lumberm'n & millers, Trenton,	12,590
W. P. Wilson, dry goods, Belleville	5,305
Marshall B. and Manley C. Robbs, merchants, Frankford,	7,402
Archibald C. Thompson, trader and laborer, Trenton,	11,038
Wm. Donovan, grocer, Belleville,	1,504
Wm. Martin, lumberer, Tyendenaga	1,142
Rob. Francis, lumberer, Trenton,	3,841
John Donoghue, boots and shoes, Belleville,	2,607
James Todd, lumberer, Madoc,	1,176
Flor. Donoghue, grocer, Belleville,	3,003
Chas. Pelletier, dry goods, do,	1,747
John Jordan and Thos. Earle, iron founders, do.	6,726
Henry Fanning, innkeeper, do,	2,335
Jas. H. Peake, dry goods, Trenton	1,578
Maurice Cuvillier, merch't, Belleville	36,911
Samuel Stevens, tanner, do	3,966
Willard Conkey, furniture, Stirling	4,335
Luther S. Jennison, paper maker, Belleville,	1,838
Reuben C. Fuller & James Barnes, lumber, Thurlow,	10,155
Altogether, in Hastings, about	$659,000.

In Frontenac County, Judge Mackenzie certifies that 38 traders applied to be relieved from the duty of paying their lawful debts, to the amount of about $210,000.

Henry Martin, Clark's Mills, merch't	£2,517
Sylvester Skinner, Kingston, manufacturer,	4,593
Mic'l McCunnifF, Kingston, merch't	2,891
John R. Smith, merchant, Kingston,	2,234
Anthony Ford, do, do.	3,480
Pat. M. King, potash-maker, do.	1,531
C. W. Jenkins, merchant, do.	1,077
Reuben Aug. Holmes, trader, do.	4,431
Peter Farrell, merchant, do.	1,481
Wm. H. Shaw, merchant do.	2,403
Wm. McCracken, do do.	5,317
Jas J. Whitehead, do do.	2,171
Felix M. Hooper, Camden, merchant	3,608
Eli Clarke, Napanee, do.	1,021
Paul Wright, do. do.	2,296
Wm. Keese, Kingston, do.	2,234
John S. Smith, do. do.	1,691

DOMESTIC.

MELANCHOLY DEATH FROM POISON AT BRAMPTON.—On Thursday, May 7th, a clerk in the employ of Mr. Wright, liquor manufacturer, at Brampton, left the store for the purpose of manufacturing a quantity of brandy from raw spirits. He took with him a preparation used for this purpose,—by some called essence of wine, and by others essence of brandy. The preparation was placed on the table in the warehouse; and the deceased (Mr. Morris,) after preparing a portion of the liquor, returned to the store, and took a glass of ale with some friends from Toronto. He had scarcely returned to his former occupation more than five minutes, before the porter ran into the store, in great alarm, exclaiming, "Mr. Morris has been tasting the essence of brandy, and it has killed him." On those present running to the spot, it was found that the report was too true; the sufferer had inadvertently tasted a few drops of the drug, which is nearly allied to prussic acid, and instant death was the consequence of the unhappy mistake. An inquest was held in the afternoon; but the verdict of the jury was not given at the time the cars left Brampton. Mr. Morris was a very well educated young man of a highly respectable family in Gloucestershire, England.

INQUEST.—An Inquest was held at Giraldi's fan, Pittsburgh, on Friday, before Mr. Bryant, on the body of a man named Hugh Bryson, found dead in Benjamin Whitney's field. From circumstances preceding the death of the unfortunate man, the Jury brought in a verdict of "death from intemperance." The deceased is reported to have been a remarkably intelligent person, having been educated for a learned profession; but for a long time he was so addicted to "drinking" that he was a nuisance to the whole neighborhood. His relatives all reside in Ireland, whence he emigrated a few years ago.

ROBBERY AT COBOURG.—A man named Thompson was robbed of $275 yesterday. It appears that he was intending to go West, to purchase Land; but meeting with company in this place, and perhaps somewhat elated with future prospects, became intoxicated and was relieved of his funds.

SHOCKING AFFAIR.—A man and his wife left Grindstone Island, opposite Gananoque, last Thursday morning, to go to French Creek, where they arrived, made their purchases, (among which was half a gallon of whiskey) and started home again. On the way they got into a dispute which ended in his beating her and landing her on a shoal. When she saw that he intended to leave her there, she took one of the oars out of the boat, thinking to prevent his going, but he threw the other at her—sat down in the boat—took up the jug, and drifted out of her sight. She staid on the rock, exposed to the gale on Friday, and a cold drenching rain on Friday night, without the least shelter, or anything to eat till Saturday morning, when she was taken off by a passing boat. As for her husband he was found dead in the bottom of the boat, some distance from home.

THE CAT COMING OUT OF THE BAG.—Some secrets have been told during the late election. Nothing had made the Peelites so unpopular as the conduct of the Russian war, and especially the sparing of Odessa. Mr Herbert told his electors that he had actually signed an order to attack Odessa, and that Lord Palmerston issued an order not to attack it! Lord John Russell's revelation on the city of London hustings was another proof of Palmerston's deceit. Lord John broke down in consequence of his Vienna Embassy. During the election turmoil, the Morning Advertiser raised the cry of Russell's great Vienna treason. Provoked by these impudent tactics, Russell found at last the courage to tell the world that Lord Clarendon had refused to publish the instructions drawn up by Palmerston himself, in his own handwriting, and dictating that very Vienna policy for which he (Russell) had became so odious.—[Message.

LEGISLATIVE ASSEMBLY.

TORONTO, May 8th.

EVENING SESSION.

The Speaker resumed the chair at eight o'clock.

Some discussion they took place on the several points of the Common Law Procedure Act.

Mr. Mackenzie objected at much length to the provisions of the bill, and then moved in amendment that the bill be recommitted to Committee of the Whole, with instructions to amend the 20th section, which only exempted from seizure an aggregate value of debtors' apparel, and bedding to the amount of $60. He wanted to see provision made for poverty, which any man may be reduced to.

The amendment was lost on a division Yeas 4, nays 16.

The bill was then read a third time.

Mr. Cayley moved the third reading of the bill to discontinue the Lunatic Asylum tax, and to substitute other monies as part of the Upper Canada Building Fund. Yeas, 67; Nays, 1, (Mr. Mackenzie.)

Mr. Cayley moved the third reading of a bill to authorize the payment by the Province of its share of the cost of Lighthouses in the Gulf of St. Lawrence. Carried.

Mr. J. A. Macdonald's bill for the better prevention of accidents on Railways (from the Legislative Council.

Mr. Sol. Gen. Smith's bill to prevent delay in the administration of Justice in cases of misdemeanor in Upper Canada; also his bill to amend and explain the Act entitled an Act to establish a County Probate in this Province, and also a Surrogate Court in every District thereof.

Mr. Cartier's bill, to confer upon E. M. Chaffee the civil and political rights of a British born subject.

Mr. Cartier's bill to amend the Acts relative to the Royal Institution for the advancement of learning, and to McGill College (from Legislative Council.)

Mr. J. A. Macdonald moved to receive report of the committee of the whole on a resolution for authorizing the payment of a certain amount to and the County Council in Upper Canada in making alterations in Gaols, &c., in their respective counties.

The bill was then read a second time.

The House then went into committee on Mr. Cayley's bill to remove doubts as to the power of the Superintendents of Police at Quebec and Montreal [from the Legislative Council.]

Mr. Spence moved a second reading of the bill for improving the organization and increasing the efficiency of the civil service.

After a few remarks a division took place and there were found yeas 53, nays 36.

Mr. Cartier moved a second reading of a bill to remove doubts as to the laws in force in Lower Canada as regards lands held in fee and common or soccage.

The debate on the bill was adjourned.

THE THIRD READING OF BILLS.

The following bills were read a third time:—

To vest in J. Macara part of a certain road allowance in London.

To close up a part of a road allowance in Thorold.

To vest a road allowance in Whitby in J. Foote and W. Thorne.

To explain the Act to separate the County of Bruce from that of Huron.

To incorporate the Town of Windsor.

To incorporate the Village of Iroquois.

To regulate the Common of the Islands of Dumois and de Barques.

To incorporate the Sherbrooke Manufacturing Company.

To amend the Statutes respecting mortgages of Personal Property in Upper Canada.

To amend the Charter of the Colonial Bank of Canada.

To attach the new Townships of Galway and Anstruther to the County of Peterborough.

To amend the Act 12 Vic., ch. 114, entitled an Act to consolidate the Laws relating to the Trinity House Quebec.

To authorise sales by Auction in the country districts.

To amend the Act regulating the Inspection of Beef and Pork.

The House rose at 12 o'clock.

THE BURDELL MURDER.

NEW YORK, May 8th.

Considerable progress was made yesterday in the Pond Street murder trial in the Court of Oyer and Terminer. The prosecution closed its case in the afternoon, having examined Co'oner Connery (who was subjected to a long cross-examination) and several witnesses as to the light in the rear of the house 31 Bond Street the night of the murder. The Coursel for the defence moved that the charge be dismissed on the ground of insufficiency of evidence to sustain it. The Court denied the motion. They moved then to dismiss it because the prosecution had not examined the other persons in the house—the Misses Cunningham, Eckel and Snodgrass. The Judge held that the prosecution was not bound to produce them. Finally the defence moved, with questionable prudence, to dismiss the charge because the Court was not legally constituted as required by the City Charter of 1853. The latter motion was not pressed. Two witnesses were examined as to the fact of Dr. Burdell's having in December last given a check for Miss Georgiana Cunningham's school fee. That was hard, ly relevant to the issue. Surgeon Carnochan was called for the defence, and gave his theory of the manner in which the wounds were inflicted, and by what sort of a person, in reference to size. He stated, also, that if any considerable quantity of leather or woollen clothes had been burned in the attic, as presumed by the prosecution, the disagreeable smell would have permeated the house, and remained in the apartment for at least a week. The Court meets at nine this morning. We will probably have a verdict this week.

In the Burdell case to-day Snodgrass was the principal witness. Said he went to bed at eleven o'clock. Did not hear a particle of noise on the night of the murder. Experienced no offensive smell the following morning. Nothing important in the evidence.

Young George Cunningham testified Eckel was at breakfast the morning succeeding the murder. Snodgrass stated directly to the contrary.

Robbery of the Ogdensburgh Mail.

NEW YORK, May 8th.

Wm. Henry Quackenbush, Benjamin Purcell, and Francis Hammond, were arrested by the special agent of the Post Office Department, on charge of stealing from the Ogdensburgh mail bags, on the 30th ultimo, a letter containing two promissory notes, to the value of $200 each, directed to G. Hopkins & Co. They were held to answer.

The St. Catherine's Journal of the 7th instant says, on Thursday last four gates were carried away at Lock No. 2, by the propeller "St. Nicholas;" but by the active means resorted to they will be replaced by this evening. We have been unfortunate with the Canal so far this season; but most fortunately, owing to the ice in Lake Erie, the business has not been much interrupted. On Tuesday last, the ice disappeared from Port Colborne and vessels passed out of the Canal, and from Lake Erie into the Canal.

DELEGATES TO LONDON.

On Saturday afternoon the Seat of Government Committee made choice of Messrs. Kirkpatrick and Forsyth as Delegates to London on the Seat of Government Question. Not the slightest objection can be raised against either of the above high-minded gentlemen, who will do honor to the choice; but why send both of them? One would do the business equally as well as two, if not better. Again, if it be deemed necessary to send a brace of Delegates, why not couple a working man with either of the before-named gentlemen? Surely Mr. Cooper, or some one of his kidney would work himself to death for the honor of the employment and the interest of the good old City.

HIGH PRICE OF HAY.

Hay sold in the Kingston Market all last week, at prices from $32 to $40 per ton!

WHOLESALE DESERTION.—Last night (Sunday) the Guard of the Ninth, at the Ordnance Yard, consisting of a Sergeant, Corporal and Six Privates, with the exception of the Corporal, all deserted. They stole a boat belonging to an Ordnance Laborer, and got away in the dark.

Ottawa, May 10th.—

RIDEAU CANAL.—A break occurred in the Rideau Canal last week near Hartwells locks, at a spot where there is a high embankment across a ravine, and where a similar break occurred last season. The break was caused by the waters of the ravine, swollen by the heavy rains, undermining the embankment of the Canal; and the same cause makes it very difficult to repair. We understand there are about fifty men employed upon it, and yet they can scarcely make any progress. The gap is much larger than on the former occasion, and according to present appearances, will not be repaired for a month at least.

ACCIDENT TO THE PASSPORT.

Some accident to the steam chest of this fine vessel will retard her entrance into the Through Royal Mail Line, for a short time. She was about starting on Saturday afternoon on her first trip up when the accident occurred. No other damage done.

Toronto May 9.

In Committee of the Whole House, the whole of the clauses of the Grand Trunk Relief Bill were passed last evening, no vote at this particular stage of the measure having been called for. The great field day will be Tuesday next—when there is every reason to expect an endless variety of amendments on the motion to receive the Report of the Committee. The most remarkable of these amendments are those which owe their paternity to Sir Allan Napier MacNab.

NEW YORK MARKET.

May 9th.

Flour, &c.—The Flour market is quiet excited, and with a brisk demand for home consumption, a strong speculative inquiry, prices have materially advanced. Sales 15,000 bbls at $6.30 a $6.50 for common to good superfine state; $5.60 a 7 for extra do; $6.40 a 6.60 for super. Western; $6.70 a 7.75 for common to medium extra do. including round hoop Ohio at $7.25 a 7.75. St. Louis brands are selling at $7.75 a 10; and extra Genesee at $7.50 a 9.50. The market closing with a good demand and prices strongly tending upward.

TORONTO MARKET.

May 9th.

The receipts of wheat for the past two days amount to little less than 10,000 bush. Prices remain steady with a tendency to advance. The sales to-day were from 7s 9d to 8s 0dd ($1.55 a $1.62) per bushel, the average for the day being 8s ($1.60). Farmers appeared anxious to accept the current rates and move off the market freely. Should the supply continue to increase, the firmness in prices will be apt to give way.

In Flour transactions are limited by the small amount offering. There is a good enquiry for all grades, and full prices would be paid for almost any quantity.—There are a large number of buyers seeking small lots. We quote nominally Superfine $6.00 a $6.25; Fancy, $6.50 a $6.75; Extra and double Extra, $7.00 a $8.00 per barrel.

INDIAN DEPARTMENT.—The Democratic Press learns that a band of 600 Sioux Indians are committing depredations at South Bend on Minnesota river. It is rumored that Mankato has been attacked and destroyed by fire, and many of the inhabitants murdered by the Indians. The same band committed a number of murders at Spirit Lake. The inhabitants of the surrounding country were flocking to St. Peter for security. Several companies of troops from Fort Ridgely were in pursuit. The cavalry at Snelling had been sent for. Great panic existed at the various settlements. The Times says arming and preparing to join the pursuit.—Pacific Advocate 25th ult.

*** This is the cause of the Royal Canadian Rifles leaving Canada for the Red River Settlement.

MR. PERRY DAVIS.—I feel it to be my duty to bear my testimony to the efficiency of your Pain Killer. I have used it for years for complaints of the stomach and bowels. I had a very severe attack a few days ago of the ague, and such a pain in my back for three days and nights that I could get no rest. I sent and got a 25 cent bottle of the "Vegetable Pain Killer." I took a little inwardly, and bathed according to directions, and one application has removed all the pain, and I am able to write to-day, though with a trembling hand. The application was made last night about 9 o'clock and I had a sweet night's rest. I have recommended it for several years, as I have travelled a good deal, and it has given universal satisfaction where it has been used according to directions.

Yours gratefully, L. PERRY OSBORN,
Pastor of Bap't's Church, Troy, Ohio
Sold by E. W. Palmer, Kingston.

Blodgett's Persian Balm.

Who would not have a beautiful complexion? This personal charm all may secure by using the "Persian Balm." Pimples, Tan, Freckles, and all eruptions, flee before it. It is a luxury. 76

Sold by J. H. Eyre & Co., E. W. Palmer, and E. H. Parker, Kingston.

The Oxygenated Bitters.

From the Boston Olive Branch.

Among many popular medicines which have acquired a high reputation, we believe, none have been found of much benefit for dyspepsia, asthma, and similar complaints, till the Oxygenated bitters, by many and various trials and experiments, has been found a sure and radical remedy—a desideratum long desired by physicians. Its ingredients have been stood by chemical analysis to be harmless and safe, and from the testimonials of many of our first citizens who have been benefited by it, we feel assured that those indisposed with the above complaints can rely upon these Bitters with safety.

These celebrated Bitters have received the highest testimonials ever offered in favor of any medicine.

SETH W. FOWLE & CO., 138 Washington Street, Boston, Proprietors. Sold by their agents everywhere. 76

We are glad to learn that Perry Davis' Pain Killer is having so large a sale in our city. We have every reason to believe it to be an almost never failing cure for pain, and as such is a medicine no family should be without.—Montreal Pilot. Sold by E. W. Palmer, Kingston. 76

HANEMANN RECONVERTED TO COMMON SENSE. At a meeting of "spiritualists," an invalid was brought forward dreadfully afflicted with ulcerous scrofula that all the doctors had failed to cure. It was proposed to appeal to the spirit land for advice, and a Homeopathic physician present interrogated the departed spirit of Hanemann as to what remedy should be taken.—Loud and distinct raps, audible to the whole audience, told off *Ayer's Cathartic Pills.*—*Home [N. Y.] Whig.* 86

ARRIVALS AT THE BRITISH AMERICAN HOTEL.

May 8th.—W. Ryland, Montreal; R. Hascldon, do.; W. Simpson, Brockville; Mr. McMann, Montreal.

May 9th.—H. C. Isley, Saginaw; C. Collins, Portland; T. Brigham, New York; A. Camp, do.; H. Greenfield, Manchester; M. Dickinson, Montreal; G. Macdonald, New York; J. Dugherty, Zamaska.

IMPORTS

May 8th.

Steamer Napier, Cape Vincent.—1 truck books, W. Smeaton; 4 bags apples, 1 chest tea, 1 candles, 5 bdls. brooms, 1 bag coffee, G. Reed.

Steamer Champion, Montreal.—21 bales 1 case, British Dry Goods, Jas. Hickey.

Steamer Ontario, Oswego.—6 bundles chairs, E. Flanigan; 10 boxes starch, C. S. Bates.

Sloop Rough and Ready, Clayton.—31 cords firewood, C. Picot.

Steamer Napier, Cape Vincent.—1 box, N. McNeil; 1 pkg. books, T. W. Robinson, 2 pkg. book, C. Rule; pkg. L. Varney; 1 pkg. books, C. Haight; 4 box, S. T. Drennan; 6 cases oysters, E. M. Hinkley.

DIED.

In Glenburnie, of Inflammation of the Lungs, on the 28th April, Mr. James Venn, late Sergeant 71st Highland Light Infantry, aged 49 years.

For Hamilton and Intermediate Ports.

THE STEAMER

"HIGHLANDER,"

P. G. CRYSLER, MASTER,

WILL leave KINGHORN'S Wharf THIS Evening at EIGHT o'clock.

Kingston, May 11th, 1857. 81

STEAMER FOR MONTREAL.

THE STEAMER

"ST. LAWRENCE"

WILL leave the St. Lawrence Wharf for Montreal, calling at intermediate Ports, This Evening (MONDAY) May 11th, at 9 o'clock.

FREIGHT Moderate. Wharfage and Storage Free for 48 hours. Agent at Montreal, James Gassiot, Esq.

Kingston, May 11th, 1857.

Through Freight & Passage Steamer FOR MONTREAL.

THE STEAMER ST. HELEN,

C. B. CRYSLER—Master,

WILL leave for Montreal and Intermediate Ports, THIS NIGHT, May 11th, at NINE o'clock.

For Freight or Passage, apply to the Captain on Board, or to

G. M. KINGHORN,
United States Wharf.

May 11, 1857. 81

AUCTION SALE

Of Valuable Real Estate,

ON ACCOUNT OF

THE TRUST AND LOAN COMPANY OF UPPER CANADA.

WILL be sold by Public Auction, at the