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Letters from the Editor.

No. VI.

VIRGINIA HOTEL,
St. Louis, June 4th, 1857.

MR. WHIG—"Vedi Napoli e poi morri,"—now may I depart in peace, for I have seen the Father of Waters, the might, Mississippi. While I looked this morning from Bloody Island on the proud city of St. Louis, with its thousand steamboats lying at its levee, its houses rising in terraces, row above row, the swift and turbid river flowing past it, I think I never before saw so magnificent a sight. It was not the size of the city, though it is large; nor the beauty of the buildings, though many are splendid; nor the width of the Missisippi, for it is inferior in that particular to the St. Lawrence; but it was the out ensemble that each united, and made me, the least romantic man alive, feel like an overgrown boy of twenty. I gazed for many minutes, and only took my eyes off the entrancing view, when the ferry-boat came to take us over. Let me say how that was done, as it will give the reader an idea how things are managed in this land of expanse. The Terminus of the Chicago and St. Louis Railroad was Bloody Island; there were four Cars full of us, and most of us got into ten omnibuses, drawn by four horses each.—These ten omnibusses with their loads all drove on board one ferry-boat, which with other loads, carts, waggons and pedestrians, were ferried over in a jiffey; and when landed on the other side, the omnibusses drove to the several hotels, and set down their passengers. I was driven to the Virginia Hotel, the largest in the city, six stories high, filling up an entire block, and making up nightly six hundred beds! And that's the way I reached the termination of this very long journey. Very wisely, I had left my travel ing companions at the house of a near relative at La Salle, and came down to St. Louis alone. The Virginia and all other hotels were filled to overflowing, and nothing but my notoriety, I was going to say reputation, obtained me a room.

And now what shall I say of St. Louis? Let me go back to the oldest Gazetteer.—St. Louis, the most ancient of western towns, (coeval with Quebec, Detroit and New Orleans,) is a city of 150, 00 souls; situated on the right bank of the Mississippi, twenty-five miles below its confluence with the Missouri, and more than four times that distance above the embouchere of the Ohio. It is a place of great trade, and the entrepot of Western commerce. Railroads run into it from all parts, and the extent of its steamboat navigation has been safely estimated at twenty-five thousand miles! It is to celebrate the opening of an Air Line Route to Baltimore, through Cincinnati, that the gathering of to day has congregated. To-morrow is the Great Day here. To-night before midnight the train of guests will arrive, via the Ohio and Mississippi Railroad; the hotels being full they are to be fed and housed on board some half dozen steamers, moored in read ness at Bloody Island; and to-morrow morning they are to be ushered into the city with all becoming solemnity and rejoicing. I am out of that crowd, having got here a day before the Fair. But I am truly comfortable; already have three persons (Canadians once, but Americans now,) recognized and introduced me; the voucher tickets for to-morrow's festivities have been handed to me, and as I am much tired with my ride from La Salle (200 miles), shall go to bed.

St. Louis, June 5th, 1857.

The day has been a bright one, a busy one, and a gay one. The whole city was alive and bent on hospitality. At an early hour the shops were all closed, the bells were set ringing, and the booming of cannon told that the guests, after breakfasting on board the steamers, were landing on the Levee. Everything was a stir, and I hastened at once to take my seat on the box of a hand-some carriage provided for the guests. The reception, nay the whole of the entertainment and public rejoicing was to take place in the Rotunda of the State Agricultural Fair Grounds, located three miles from the City Suburbs. After some little delay the Grand Procession was formed as follows:

Band of Music.
Companies St. Louis Grays, forming the escort.
Guests in Carriages.
National Guards.
The Grand Commander of the Sons of Malta, with an escor of ten members.
Fire Companies—Central, Washington, St. Louis, Missouri, Liberty, Phœnix, Franklin, Mound, Laclede, and the Hook and Ladder Company.
Band of Music.
Washington Guards.
Missouri Gymnastic Society; the Turners; Socialer Saenger Chor; St. Louis Saenger Bund; Gruetli Verein; Concordia Gesang Verein, and other Associations.
Band of Music.
The following military Companies:—St. Louis Mounted Rifles, Missouri Dragoons, Missouri Light Battery, Missouri Yagers, and Union Riflemen.
Band of Music.

The guests were contained in about one hundred carriages (four-wheeled coaches with two horses), and the rest of the Processionists in omnibusses, wagons, buggies, carts, &c. It occupied nearly three hours in reaching the Main Entrance of the Fair Grounds, during all which time I was agreeably employed in looking at the city, its public buildings and its people. The turn out in the streets was immense—the ladies gaily dressed, flags and banners waving across the streets, the day delightful, and all things pleasant. But enough of the Doings at the reception, allow me to tell the reader what I think of St. Louis.

St. Louis is a city sui generis—a handsome city, yet different to any I have hitherto seen in the United States. Being the capital of a Slave State, it contains slaves, but I saw very few, and those chiefly at the doors of rich men's dwellings. All the labor in the city seems done by white men—the waiters at the hotels, and the warehousemen at the stores are whites. Of woman servants I saw but little. The Levee is a great place—the wide shore of the river paved and flagged to hold the entire cargoes of the numerous vessels that line its bank. I have never seen anything like it, and never may again. The cargoes are landed, piled and sold en bloc; always within three days, often within three hours. Mules are the beasts of burden in most general use, though horses for carriages and omnibusses are yet plentiful. Vegetation is forwarder than at Chicago, or in the East; but not so much so as might be expected. Vegetables are not very plentiful in the market, no potatoes yet, and the only fruit strawberries, a much larger berry than the Canadian strawberry, but not near so well flavored. The lower streets are narrow like those in Montreal, but the new and up town streets are of the usual American width. The houses are very elegantly built, the churches numerous and stately, and the other public buildings commensurate in size and importance.

And now for the Reception. It was high noon ere the first carriage in the Procession entered the enclosure of the Fair Grounds, a piece of land, square in size of a dozen acres or so, and permanently fitted for holding the State and County Cattle Shows. In the centre is an immense Rotunda, capable of seating 10,000 persons, all protected from the weather, and having an open space in the centre ten times as large as the arena of an ordinary Circus. In a nett off portion of this Rotunda, the Dinner Tables for ten thousand people were laid, and below these were the seats for the Guests and those who had provided themselves with Dinner tickets. In the other and the larger part of the building, were the seats for the spectators, inhabitants of the city and neighborhood. When all were seated, and every seat was filled, the Show began. It consisted of the Procession, exclusive of the Guests, entering the Arena, marching round, performing sundry evolutions, and marching out again. At times three several Bands were playing at one and the same time! The Militia Companies were well dressed, the men looked well, and manœuvered tolerably, the officers being the most awkward. The dresses of the Firemen were truly superb, all with broad velvet capes, trimmed with gold and silver lace, and of the gayest colors. They brought their Hose Carriages with them which shone most brightly, and were profusely decorated with ribbons and flowers. The Firemen were the Sight of the Day. Nothing observable can be said of the rest of the Processionists. It was now past one o'clock, and we all began to be impatient for our Dinner; when instead of seating us, the Chairman on the Platform introduced to the Guests the Orator for the occasion, the Hon. Mr. Bates, who had faithfully promised the Committee not to detain the company longer than fifteen minutes. But when a talking man has a good listener, he knows better than quickly to loosen his grasp. Mr. Bates spoke for two hours! He is a well educated sensible gentleman and delivered a good and eloquent Address, but he spoke in a low tone of voice, and was inaudible at the distance of a few yards. Consequently, the Speech was a nuisance and a bore; but it was ended at last, and we all sat down to Dinner. And such a dinner, cold as it was! It was the most profuse, and the best cooked affair of the kind I ever sat down to. Far superior to the Dinner at Boston, and that at Montreal—superior in the excellence of the cooking, and the profusion of the edibles. The drinks were, in addition to Ale and Porter, still and sparkling Catawaba wine—not so good certainly as Heidsick, but very palatable on a warm day—a very fair substitute for Champagne. A good many Toasts were drunk and Speeches made during dinner time, but I did not hear them, the crowd being so great round the principal table. There was no eminent public man known in the East present, and so far as attendance by the great is concerned, the Celebration at St. Louis was a comparative failure. General Cass and other eminent men had come as far as Cincinnati, but thence returned home. I saw no Guest from Canada, but I heard that the Bannerman from Hamilton was present. When Dinner was over it was 4 o'clock, and there being nothing more to hear or see, I jumped into a carriage and went back to town. In the evening there was a Strawberry Feast given by the Ladies, and several Gatherings at public places, doubtless all very fine, but I went to none of them, preferring instead to write this Letter and make amends to the reader for your short-comings, Mr. Whig, during this my longest absence from duty during a newspaper career of a quarter of a century. To-morrow morning early I shall leave for the North, and after spending Sunday at La Salle, shall get home as soon as I can.

E. J. B.

THE BANDS IN THE PARK

We understand that the Park Committee have decided upon a very pretty plan of a Musical Pavilion which will accommodate upwards of twenty musicians, and that the Band of H. M. 9th Regiment, under the leadership of Mr. Carey, will commence playing in the Park at once, for the amusement of the citizens. The Militia Brigade Band, under the direction of Mr. Murdoch, will also play one evening in the week, in the Park, instead of the Market Place. The Park Committee are anxious to press forward the arrangements for the accommodation of the public as rapidly as possible, so that the citizens may have the full benefit of the presence of so many musicians, military and civil, in the city, and of so pleasant a site for hearing the music. The Military Band is expected to play from 4 to 6 in the afternoon, and the Militia Band from 7 to 9; and it is hoped when the Music Stand is erected, the other Bands will volunteer to play, at such hours as may suit them.

ARRIVAL OF THE ERICSSON.

New York, June 11.

The Ericsson, Liverpool 27th ult., arrived last evening with four days' later advices.

The Africa arrived at Liverpool on the 24th.

The Mexican and Spanish negotiations were at a stand waiting despatches from Mexico.

The Neufchatel protocol reported signed.

The Bullion continued to ebb from the Bank of France.

The relation between France and Austria, and between Naples and the Western Powers, continued without change.

Wheat had advanced 3d. Corn was also buoyant and had advanced 2s. The market for all closing quiet.

Consols 94¼ a 93¾ for money.

In the British Parliament an annuity of £3000 per annum to the Princess Royal was agreed to without a division. Mr. Roebuck making a feeble demonstration.

The dowry of £40,000 was brought up before the Committee of Supply, when Mr. Cunningham moved that the person be reduced to £6000 and the dowry omitted. 14 members voted with him on his first motion, and 16 on his second.

A new writ was moved for the seat of Thos. G. Baring, who is appointed a Lord of the Admiralty.

Attention has been called to the increased importation of slaves into Cuba, and the inadequate British force on that coast.

Lord Palmerston said that Lord Clarendon had renewed his representation to the Spanish Government upon the subject, and no effort would be wanting, as far as diplomatic negotiations go, to induce the Government at Madrid to take effectual steps to put down the trade.

The East India Company have taken possession of the Island of Perim in the Straits of Babelmandel, and completely commanding the entrance on the Red Sea. The ostensible cause is, that two years ago an English ship was wrecked on the coast of Barbary and pillaged by the natives. An artillery garrison is already placed on the island.

The Paris journal Des Debats confirms the ratification of the Persian treaty of peace.

Preparations were taken at Portsmouth for the reception of the Grand Duke Constantine.

The French Commander-in-Chief on the coast of Africa has seized in the name of the French Government, a tract of land called Dakker, said to be one of the most important in Senegal.

The negociations of the Mexican Envoy with Spain are understood to be impeded by some failure in diplomacy, from which it will have to be referred to Mexico to be ratified.

FURTHER BY THE ERICSSON.

THE OVERLAND MAIL.

INDIA.

TRIESTE, May 28.—The steamer America arrived here this morning, at 8 30, in 146 hours from Alexandria, which port she left on the 23rd May. The Indian mails left Alexandria on that day, with advices from Bombay to 2nd May; Calcutta, 23rd April; Madras, 28th April; Ceylon, 3rd May; Hong Kong, April 15; and Shanghai, 6th April.

The news of the conclusion of peace with Persia reached the camp at Mohammerah on the 5th April.

The Jemadar of the 34th Bengal Native Infantry, the ringleader in the late disturbance has been hanged.

Fuzl Ali has been killed in an attack made upon his band to avenge the murder of M. Boileau.

Meetings have been held at Singapore to congratulate Sir James Brooke on his justification.

CHINA.—The position of affairs in Canton river remains unchanged. Great distress is said to prevail at Canton, from the high price of rice.

The Raleigh, 50 gun frigate, had run aground. The telegraphic despatch says—"Struck on the Five Mills, and was beached to save her." The Bittern had gone to receive her guns.

It is asserted that an imperial duty upon opium has been imposed at Shanghai.

At Hong Kong and Shanghai money is very scarce.

The exports of tea are estimated at 57,000,000 lbs., against 73,000,000 lbs. last year.

INDIA.—TRIESTE, MAY.—Advices from Bombay to the 2d inst., state that some English regiments had returned from Persia.

CHINA.—At Hong Kong Admiral Seymour waited reinforcements, which ought to have arrived in a few weeks. The Portuguese, who seemed anxious to monopolize the transports, have captured a French vessel which was towing some junks.

ARRIVAL OF THE "CANADA."

New York, June 11.

Steamship Canada from Liverpool 30th ult., has arrived.

Cotton continued dull without quotable change; sale of the week 40,000 bales.

Breadstuffs dull; the Broker's Circular quotes Flour advanced 1s in the week; Wheat 3d, and Corn 2d. Sugar declined 1s. Consols 93¾ to 93½.

Money Market unchanged. Rejection of the Dalla-Clarendon Treaty had been announced in Parliament.

Lord Palmerston said new conditions from Washington were under consideration.

French Legislature voted to establish three lines of Transatlantic steamers.

Overland telegraph Chinese news presents no new feature.

Letters from the Editor.

No. VII.

La Salle, Illinois, June 7th, 1857.

MR. WHIG,—

Oh! for a pen that will spell well—the greatest inconvenience of this Western Country is the want of good pens, that essential requisite to the composition of a good letter. Having now to jot down a few concluding observations on what I have seen since I left home, instead of allowing one's ideas to flow naturally, all my ideas are concentrated in making the pen mark. But, no matter; 'tis only bad workmen who grumble about their tools.

I got back from St. Louis, safe and sound, yesterday (Saturday) afternoon, and having a leisure evening ere we all start for home in the morning, I shall, as the Methodist Parson would say, "improve the occasion" to say a few last words touching this Land of Promise and Prairie. It is a fine country, a splendid country, fit for the reception of millions of men, who when they do come hither, as come they must, will turn the country into a second China, every rood of land and water maintaining its man. But, fine and splendid as it is, it is not a better country than Canada;—not the more western parts of Canada, but the whole of Canada generally. The coldness and lateness of the Spring is one, and one of the greatest objections against the Prairie. Late as the season is, Corn is hardly out of the ground, and in many instances not yet planted. Potatoes are not well up; and where Winter Wheat is sown, it is not half so much advanced as in Canada West. Of the Spring Crops I can say nothing, for I saw none, except here and there a faint indication of growth, which might be Spring Wheat, Oats or Barley. In fact, the plough is still hard at work, and the year's crop is not all put in. Now, this is the seventh of June, and by this time in Canada, East or West, I'll be bound, save the putting in of a few potatoes, the seed of the year is all well in the ground. Then, the cold winters. Although the thermometer seldom falls so low as with us, and still more rarely remains so low, yet the winters here are very cold, and are felt to be colder than they really are. The want of snow is one cause—the high winds blowing over the vast Prairies are another. When Winter Wheat is sown, it rarely happens that it is not Winter killed (it is the case this season), for the want of snow to cove it; and it too often happens that the cold winds kill the young fruit trees which the settlers plant round their dwellings to take away the sad appearance of dreary nakedness. Then the Summer Droughts—these latter occur sufficiently often to take the gilt off the gingerbread, and despoil the fertile soil of its far-famed reputation. For the above, and for several other reasons, I would say to the Canadian Farmer, "If you are comfortably off, and can keep the wolf from the door, stop where you are, and seek no Western home. You may have to work a little harder in the East than in the West, but, in the long run, you'll find that a cleared woodland farm will outlive the best Prairie land, and require less actual outlay to till it well. Then you are so much nigher to a market, and the high price of produce freight is your gain. But, if your mind is bent upon the West, and you will leave Canada, then go to Illinois, somewhere upon the Illinois River, and you'll light upon the finest Prairie land in the Universe!" I was ever partial to Canada, and never felt a desire to quit it; but this my journey Westward has confirmed me more strongly in my attachment, and I shall return home, dogmatically persuaded that there is no country in America like Canada, no climate so good as her, no Government so free, and no people more generally intelligent and industrious.

In company with some friends I took a drive this afternoon over the Prairie, and visited a remarkable natural curiosity, so remarkable, and so little known, as to induce me to attempt its description. Although the country hereabouts is a flat or gently undulating prairie, yet the immediate vicinities of the rivers are abrupt and rocky. The banks of the Vermillion River, which empties into the Illinois River a little above La Salle, are of this description. About an hour's drive from La Sallé, the Vermillion River makes a wind amid some rocks, and its bottom forms a delightfully level green park, studded with beautiful trees, on one side of which runs the stream. But singular to say, a great convulsion of Nature on one side has rent the rocks in twain, and formed a long cavernous Ravine, running a third of a mile at right angles into the rocks, and forming a something that I want words to pourtray. The rocks (a sandstone, very friable) are upwards of a hundred feet high on both sides, which are perpendicular. The bottom of the Ravine is level, and of the same width as the aperture at top (fifty feet,) and the length as I said before, fully six hundred yards. It ends with a square precipitate rock of the same height and character as the sides. With a little difficulty four wheeled carriages ascend to the head of the Ravine, within the many caves of which, local picnics are frequently held. Altogether, the place is a wonderfully stupendous freak of Nature, impressing the mind of the observer with solemnity and awe; but the chief wonder to me is, that I have never seen or heard mention of it, in any of the numerous works published on this Western Land. It is known here as "The Deer Park," and the tradition is, that in the season, the Indians managed to drive the Deer into the Ravine, and then despatched them at their leisure. There is in this neighborhood, another great natural curiosity, called the "Starved Rock," with an Indian Legend attached to it; but I regret that we had not time to visit it. This country is so vast and so little visited by the learned or scientific, that the continual discovery of wonderful objects of Nature should surprize no one. The valley of the Ottawa, now known only to the Lumberman, is fated to become the Great Show of America.

This country is full of Railroads—Railroads cut up all the Prairie into little divisions. They go everywhere, and they come from every place. East, West, North and South, they point to all quarters; and there is no place to which the traveller wishes to go, but a Railroad thither presents itself. Taking La Salle, an ordinary Prairie town, as a centre, the traveller can go South to St. Louis, Cairo, and Memphis; South-west to Peoria, the Missouri River, and Kansas; West to Rock Island, the Mississippi and the country beyond; North-west to Dubuque, St. Paul and the Red River Settlement; North to Galena & Wisconsin; North-east to Chicago and Milwaukie; East to Michigan and Canada; South-east to Indianapolis and Cincinnati; and South again almost to New Orleans. Such a net work of Railroads, (many of them unfinished,) is inconceivable to all but the Western man, who speaks of running the Iron Track across the Rocky Mountains, and dreams of its being accomplished within five years! I have been running on these Roads, to and fro, the better part of a fortnight, and I have experienced nothing but kindness and attention from the whole of the Superintendents and Conductors. Some looked at my "Yellow Card," and counted heads, while others did not; all were civil, and all most ready to answer questions, many of them doubtless irrevelant and perhaps impertinent. The Conductors on the Grand Trunk and Great Western Roads are really not half so civil and obliging as their Far-Western Brethren. That's a fact.

And, now ere I conclude this, the last of a series of "Letters from the West," let me add a few words about myself. Observing strictly, a line of conduct adopted many years ago, of keeping aloof, when from home, as much as possible from Printing Offices, I owe none of the many kindnesses I have received to my own trumpet blowing. In simple verity there is no necessity for doing so; for go where I may, I am instantly recognized by some one or other of old Canada friends, then introduced and made much of. In St. Louis, at Chicago, in Detroit, or here at La Salle, I find friends at every point; and were I to extend this trip to Kansas or the Salt Lake, I feel satisfied that the same recognition and the same kindnesses would be experienced. "A prophet is not esteemed in his own country;" but in my case, the honors I receive abroad amply compensate for home slights; and ye such is the perversity of human nature, that I long for to-morrow to begin my journey homewards, to leave this land of hospitality and kindness, for hard work, sour looks, ill nature, and short commons. But it is a pleasant land, filled with pleasant people, and though from my protracted period of life, it is unlikely that I shall again revisit it, yet that same revisiting will live among the many difficult-to-be-accomplished desires of my existence.

E. J. B.

VIRTUE OF A NOTE OF HAND.—The London Free Press says: "Our readers should bear in mind that a very important modification of the law respecting Bills of Exchange has taken place this session and will shortly come into operation. The new law gives power to the holder of a note of hand or bill of exchange to go before a County or other Judge and obtain a summary judgment against the acceptor, unless it appears to the Judge that the defence is one that requires more formal trial. After judgment execution is to go in 15 days, instead of in succeeding term after judgment as is the rule at present. It often happens that a note is given to oblige the guarantee, and not in accordance with terms of sale. Under the new law the note assumes a form of little else than that of a "confession of judgment," as execution can be levied on the acceptor within 15 days after failure to meet the note. It will not be to the interests of traders, therefore, to accept notes to oblige creditors, as it places a powerful instrument in their hands which can be used most disastrously. No doubt the effect of the Act will be to limit credit to a very great extent, and drive out of use a large number of Bills of Exchange which take the place at present of a circulating medium.—While the Usury Laws are driving capital away from the country, the Banks at this time having a circulation of $1,500,000 less than that of six months since. The recent enactment will fail with peculiar severity upon trade. A person will not reflect that, upon signing a note, he is making a stick wherewith to break his own back, unless indeed, he can so calculate upon receipts that the note is sure to be met. In these times, however, when receipts are so uncertain—so "few and far between," such calculations are not arrived at with any amount of certainty.

ESTIMATES,

PUBLIC WORKS DEPARTMENT, 1857.

ST. LAWRENCE NAVIGATION.

	£	s.	d.
Towards Sundry Works, admission gates and race way Galops Canal—Completion of Junction Canal,—Houses for Bridge Tenders,—Works for admission of greater volume of water for navigation and milling purposes, Cornwall Canal—Sluices and race ways at Beauharnois Canal, for same—Pier at Head of Coteau Rapids—Extension of Pier at Head of Lachine Canal—Completion of rock cutting over weir—Additional wharfing below Wellington St. Bridge &c., regulating gates in race way at Lock 3, and contingencies	20462	0	0

OTTAWA NAVIGATION WORKS.

Towards the works at Chats and Chaudiere Canals, Lights, Buoys and Piers below Ottawa, at Original for this year	33000	0	0
Towards completion of Provincial Light Houses, including apparatus, freight, constructions of caissons for Point Pelee, ways for launching the same, repair of Point Pelee and Rondeau Lights	26504	0	0
Towards three Iron Vessels for floating lights above Lachine, for this year	3150	0	0
Towards Pier and Harbor works for shelter on Lake Erie, for this year	5000	0	0
Towards Pier and Harbor works for shelter on Lake Huron and Georgian Bay, for this year	10000	0	0
Dredging and Buoying at Petou and Presqu' Isle	1800	0	0
Back Waters Newcastle District, River Trent, towards completion of Sundry Works at Bobcaygeon, constructing Flume with Masonry Sides at rear of Lock Walls, repairs of Bridge at Burkhorn, new Dock at Lindsay, Rock Excavation in Bed of River below Lock, Sundry Dredging at Stoney River, repair of dam at Heeys Falls in River Trent, and of Lock at Crooks Rapids for this year	9000	0	0
Towards five new Light Houses in Bay of Quinte	750	0	0
Towards New Light Houses in the Gulf and River St. Lawrence, viz:—Superior Class, Cap Ray, Cap Whitile, Point Fereol, Battle Island, Maraconagan Shoal, Cap Norman, Point Observation, Cap Chats and Menis,—Inferior Class, Brandy Pots, Pilgrims, Crane Island Madame Island	20000	0	0
Burlington Bay Canal, erection of new Light House, sundry general repairs to Piers, two Ferry Scows	4920	0	0
Towards deepening Channel and improvements of North River and Petite Nation Bridge	900	0	0
PUBLIC BUILDINGS.			
Repairs & Rents of Public Buildings	7500	0	0
Additions to appropriation for Custom House Hamilton	1500	0	0
To do appropriation for Post Office London	8500	0	0
To do appropriation for Post Office Kingston	4450	0	0
To do appropriation for Custom House Kingston	5000	0	0
Gun Sheds Hamilton, Ottawa, Toronto, Quebec	2943	8	3
Completion of Survey of the Ottawa	10000	0	0
Towards the formation of a Road along the Matapedia River to the mouth of the Cimaspecal, & from the head of Lake Matapedia to the St. Lawrence through the Settlements of Vignette and St. Flavien for this year	2500	0	0
Towards construction of a Road the Ninth Lot in the Township of St. Denis to the Township of Cap Chats for this year	2500	0	0
Improvement of Post Road between Grande Sale & Malbaie	500	0	0
Removing Piers of old Bridge, which obstructs the navigation of the Thames above Chatham, & removing the drift wood &c., thence to the mouth of the River	1000	0	0
For surveys and inspections	4000	0	0
Arbitrations & damages	10000	0	0
LUMBERING WORKS—RIVER OTTAWA.			
Mooring Piers at Chats Rapids—Little Chaudiere—at Suspension Bridge—Booms at mouth of Black River—Piers at the Gatineau—Sundry works at the Remous Rapids—Long Sault and Carillon Rapids Rapids des Ecors—Des Prairies Rapids—Petiwawa—Roads and Bridges for the service of the Slide from Portage du Fort to the head of the Calumet, contingencies	19794	0	0
LUMBERING WORKS—RIVER ST. MAURICE.			
To complete the work at Managance Falls—Chains for Booms—Additional Pier in east Channel at the mouth of the River—To complete the works at the Goats, contingencies	2695	10	0
MISCELLANEOUS.			
Sundry works for opening the River from Lake St John to Chicoutimi	3509	0	0
Towards Quebec Post Office	6000	0	0
Purchase of land at the Gatineau for lumbering purposes	400	0	0
To pay Seigneurial dues on the Spencer Wood Property	1872	0	0
Aid towards opening a communication with Red River	5000	0	0
	229450	18	3

A RELIC OF THE OLDEN TIME.—At Montreal while the workmen were engaged in pulling down an old house belonging to Joseph Tiffin, Esq., situated next to Trinity Church in St. Paul Street, they found a leaden plate bearing the following inscription in French.—We translate it into English:—

J. M. J.

This first Stone has been laid by Monsieur Jean Baptiste Marieh, keeper of the King's Store, and Dame Marie Anne Gannereu, his spouse, the proprietors of the said house, under the General Government of Monsieur de la Jonquiere in the year 1751.

Montreal, 22nd May, 1751.

Monsieur de la Jonquiere, succeeded the Count de la Galissoniere, as Governor of Canada in 1747, and was himself succeeded in 1752 by the Marquis de Quesne de Menneville.

AN EDITOR SURPRISED.—Rev. J. A. Smith, editor of the Chicago Times, was lately visited by a party of friends, who left behind a purse of $300 and a deed for a residence in the south part of the city. The fashion might be introduced into Canada, and all of much "aid and comfort" to that hard worked and greatly abused class—the editors. Their lot is usually to get "more kicks than coppers."

PROROGATION OF PARLIAMENT.

Toronto, June 11, 1857.

This afternoon at 4 o'clock, his Excellency the Governor General proceeded in State to the Chamber of the Legislative Council, in order to give the Royal assent to the bills, and to prorogue Parliament. His Excellency was escorted from Government House by a detachment of the Volunteer Cavalry of the District, under the command of Lieutenant Colonel Denison. A troop of the Canadian Rifles received his Excellency with military honors in front of the Parliament Buildings, and a salute was fired by a battery of the Volunteer Field Artillery. The Legislative Assembly with their Speaker, Mr. Sicotte, having been summoned into the Council Chamber, appeared at the bar, and the Governor General proceeded to give assent in her Majesty's name to the following Bills in addition to a numerous list assented to on the 27th May, the whole number of Bills which this session have become law, amounting to 227:—

Act to require accounts rendered to the Provincial Government to be rendered in dollars and cents.

Act further to secure the independence of Parliament.

Act to amend an act to provide for the management and improvement of the Harbor of Montreal and the deepening of the Ship Channel between Montreal and Quebec.

Act to prevent delay in the administration of Justice in cases of Misdemeanour in Upper Canada.

Act to extend Patents for Inventions granted for one section of the Province to both sections thereof, on certain conditions.

Act to amend the Law for the admission of Attorneys.

The Fishery act.

Act to amend the Charter of the Colonial Bank of Canada.

Act to incorporate the Canadian Inland Steam Navigation Company.

Act to amend the Common Law Procedure act 1856, and to facilitate the remedies on Bills of Exchange and Promissory Notes.

Act to incorporate certain persons under the name of "The St. Lawrence Warehouse, Dock and Wharf ge Company."

Act to amend the act to provide for the division of the Common of Maskinonge.

Act for diminishing expense and delay in the administration of Criminal Justice in certain cases.

Act for the more speedy trial and punishment of juvenile offenders.

Act to incorporate the village of Fort Erie, in the County of Welland.

Act to vest a certain allowance for road in the township of Winchester in the County of Dundas, in John Pimy Crysler and George Hummel, the elder.

Act to enable the surviving Executor of the late John McIntosh, Esq., to lease certain real property in Toronto.

Act to amend the Charter of the Ontario, Simcoe and Huron Railroad Union Company.

Act to legalize and make valid certain By-Laws of the late Home District Council passed in reference to certain roads in the County of Ontario.

Act to incorporate the Village of Elora, in the County of Wellington.

Act to vest a certain road allowance in the Township of Brantford, in George S. Wilkes.

Act for the establishment of a certain concession line in the township of Clarke.

Act further to provide for the accommodation of the Courts of Superior Jurisdiction in Upper Canada, and for that purpose to amend, extend and continue two certain Acts therein mentioned.

Act to amend the Criminal Law, as regards the uttering of certain spurious Foreign Coin.

Act for the imposing and collecting Tolls on the Public Works.

Act further to amend and extend the Act to establish Mutual Insurance Companies in Upper Canada.

Act to authorize the Ministers of the Church of the denomination known as "The Methodist Episcopal Church in Canada," to solemnize matrimony, and to keep Registers of Marriages, Baptisms and Burials in Lower Canada, and for other purposes therein mentioned.

Act to amend the Charter of the Marmora Foundry Company, and to change its name to the Marmora Iron Company.

Act to incorporate the Town of Sandwich, in the County of Essex.

Act to vest a certain real estate of the late Thomas Busson in the hands of Trustees.

Act to incorporate the Village of New Hamburg, in the County of Waterloo.

Act to vest in Josiah D. Wellington a certain allowance for road in the township of Brighton.

Act to incorporate the Toronto and Owen Sound Central Railway Company.

Act to authorize the Municipality of the township of McGillivray to dispose of certain road allowances in the said township.

Act to amend the Lower Canada Municipal and Road Act of 1855, and to erect St. Aubert into a separate Municipality.

Act to amend the Acts relating to the Stanstead, Shefford and Chambly Railroad Company.

Act to vest a certain road allowance in the township of Whitby, in John W. Gamble, Esquire.

Act to amend the Act of Upper Canada, enabling the Presbyterian Congregation of York to purchase ground for a Church and Burying ground.

Act to amend the Act to enable the inhabitants of the parish of St. Francois du Lac better to regulate the Common of St. Francois.

Act to correct an Error in an Act of the present session relative to the Harbour and Harbour Commissioners of Montreal.

Act to incorporate the Town of Windsor and to divide the same into Wards, and to define the limits thereof.

Act to incorporate the Canadian Literary Institute of Woodstock.

Act to divide the Township of Hollifax into two separate townships.

Act to enable the Trustees of the First Free Will Baptist Church in Hatley to receive a legacy bequeathed to the said Church.

Act to amend the Act authorizing the formation of Joint Stock Companies for the construction of roads in Lower Canada, with a view to encourage the construction of good and useful roads throughout Lower Canada.

Act to amend the law relative to the Inspectors of Houses of Public Entertainment.

Act to encourage the gradual civilization of the Indian Tribes in this Province, and to amend the law respecting Indians.

Act for establishing Prisons for Young Offenders—for the better government of Public Asylums, Hospitals and Prisons, and for the better regulation of Common Goals.

Act to incorporate the village of Fergus, in the county of Wellington.

Act for further improving the office of Sheriff and simplifying the proceedings of the Court of Chancery.

Act for amending the Act for incorporating and granting certain powers to the Canadian Loan and Investment Company.

Act to alter and amend the Act relating to the Galt and Guelph Railroad, and to incorporate the Preston and Berlin Railway Company.

Act to incorporate the Bank of Brantford.

Act to incorporate the Brantford and South Western Railway Company.

Act to amend the Lower Canada Municipal and Road Act of 1855, and to erect St. Lambert into a Distinct Municipality.

Act to amend the Act conveying to the City of Toronto certain Water Lots, with power to the said city for the construction of an Esplanade, and to enable the said city to locate the Grand Trunk Railroad and other Railroads along the frontage of the said city.

Act to incorporate the North Western Steam Navigation Company of Canada.

Act to amend the several Acts to remedy abuses prejudicial to Agriculture.

Act to amend the laws relating to the Registration of Marriages throughout Canada.

Act to amend the Municipal Laws of Upper Canada relating to the incorporation of villages.

Act to amend the Act intitled "An Act for the construction of Water Works in the city of Hamilton."

Act to provide for the Codification of the Laws of Lower Canada relative to Civil matters and Procedure.

Act to constitute the Rector and Church Wardens of the Parish of Quebec, a Corporation for the management of the Finlay Asylum at Quebec.

Act to amend the Act to abolish the rights of Primogeniture, and to afford relief to parties succeeding to the real estate of persons dying intestate, in certain cases in Upper Canada.

Act to authorize the city of Toronto to erect Water Works, and to levy a water rate.

Act to explain and amend the Municipal Loan Fund Acts.

Act to amend a certain Act therein mentioned, so as to better provide for the security of the lives of passengers on board of steam vessels.

Act to legalize certain proceedings of the Municipality of St. Norbert d'Arthabaska.

Act to amend the Act incorporating the Bar of Lower Canada.

Act to incorporate certain persons under the name of the Joliette Mining Company.

Act to incorporate the Eastwood and Berlin Railway Company.

Act to incorporate the St Clair, Chatham and Rondeau Ship Canal Company.

Act to enable the City Council of the city of London to sell and convey certain land in the city of London, called the Potter's Field.

Act to authorize the Provincial Municipal Council of the county of Bruce, to take stock in certain Railways.

Act to amend and extend the Charter of the Brockville and Ottawa Railway Company.

Act to amend the Judicature acts of Lower Canada.

Act to vest certain road allowances in the township of Whitby, in Thomas N. Gibbs, Esq.

Act to incorporate certain persons under the name of the "De Salaberry Navigation Company of Montreal."

Act to enable the Trustees of the Toronto General Hospital, to raise a further loan of money.

Act to amend the Post Office Laws of this Province.

Act to incorporate the Iberville, Boundary Stafford and Missisquoi Road Company.

Act to make valid the Deeds given by Sheriffs to the Assignees of purchasers of land sold for Taxes under 13th and 14th Victoria, chapter sixty-seven.

Act to incorporate the London and Lake Huron Railway Company.

Act to authorize G. S. Wilkes to construct a Dam on the Grand River at Holmedale.

Act to incorporate the Strathroy and Port Frank Railway Company.

Act to explain an act, intituled, "an Act to amend the Act incorporating the Hamilton and Toronto Railway Company."

Act to amend and consolidate the Laws relating to the organization of Agricultural Societies in Lower Canada.

Act to make more ample provision for the incorporation of the Town of Three Rivers.

Act to repeal a certain Act therein mentioned, and to make better provision for the encouragement of Agriculture, and also to provide for the promotion of Mechanical Science.

Act to incorporate the Toronto Island Bridge Company.

Act to authorize the Draining of Lake Wawanosh, in township of Sarnia.

Act to incorporate the town of Lindsay, and define the limits thereof.

Act to incorporate the city of St. Hyacinthe.

Act to incorporate the Toronto Horticultural Society.

Act to divide the Township of Whitby, in the county of Ontario, into two separate Municipalities.

Act to revive and amend a certain act passed in the sixteenth year of Her Majesty's Reign, and intituled "an act to incorporate the "Port Whitby and Lake Huron Railway Company."

Act further to provide for defraying the expense of the River Police at Quebec.

Act for settling the Law concerning Lands held in Free and Common Soccage in Lower Canada.

Act to explain and amend Clergy Reserves appropriation amendment act of 1855, as regards the mode of ascertaining the number of rate-payers in the several Municipalities in Upper Canada.

Act to amend the Consolidated Municipal Loan Fund Act.

Act to incorporate the Port Erie Railway Company.

Act to confirm and confirm a separation of the Municipality of St. Julie de Somerset from St. Calixte de Somerset, and divide the township of Somerset into two separate townships.

Act to amend the Sleigh Ordinances.

Act to authorize the city of Hamilton to negotiate a loan of fifty thousand pounds.

Act to alter the limits of the Township of Halifax, and the Parish of St. Norbert d'Arthabaska.

Act to incorporate the town of Collingwood.

Act to amend the Lower Canada Tavern Act of 1856.

Act to alter and amend the Law in relation to the Upper Canada Canals Act.

Act to amend the acts relating to Agricultural Societies in Lower Canada.

Act to leg