PROROGATION OF PARLIAMENT.

By a Proclamation in the Canada Gazette of the 2nd instant., Parliament is further prorogued from June 30th to the 22nd day of July.

The Old-New Band.

Mr. Murdoch's band has been re-organized under his special superintendence, and once more the Kingstonese will have good music for festive and other occasions. It goes over to Watertown on Monday, will play at the Horticultural Show in the City Hall on Wednesday, in the Park on Thursday evening for the first time, and afterwards on every Thursday evening, from half-past seven to nine. Mr. David Fraser, gives his valuable assistance, and takes his old position in the band. On the whole, the lovers of good music have every cause to be gratified at this pleasant piece of news.

DESTRUCTIVE OF THE FLY.—In the application of turpentine as a remedy for the fly in wheat, great care is needed, else not only the insect, but also the crop is liable to be destroyed. Should the rope be too strongly saturated with the turpentine, both the ear and the straw will receive injury.—Of this we have obtained proofs from different parts of the country—from Seymour, amongst other places. But as yet no instance has been brought to our knowledge of the plant being thereby killed, when the turpentine has been used with prudence.—The rope should be only slightly wetted with the liquid; and if then it is still found to damage the crops, it would be well for farmers to stop the supply of unadulterated spirits and to treat their self-invited guests to a little cold water in their liquor.

COLTON'S ATLAS OF THE WORLD.

Mr. H. N. Lockwood, the Agent for this great work (for it is nothing less) is now at Irons' Hotel, and will remain in Kingston for a week or two to receive Subscriptions for the Atlas. It is a large Imperial folio, and contains no less than 180 maps and plans finely Engraved on Steel. The name of Mr. Coulton, the great American Map Publisher, is sufficient endorsement of its excellence, both in regard to its engraving and letter press—the latter compressing a very large amount of information into a small compass. From many other favorable testimonials of the work we extract the following:—

We cordially recommend the work as indispensable for a gentleman's library table.—[Littell's Living Age

The best Atlas ever yet published, and which may be safely resorted to by the geographers of the other hemisphere. It is an honor to our country.—[Boston Post.

This work is unquestionably the best of the sort in execution and design ever attempted in this country.—[Albany Evening Journal.

All that could be done has been done to render this great work equal to the wants of every class, whether merchants, scholars, travelers, or general readers.—[Taunton (Mass) Democrat.

A foreign letter in the Boston Traveller says Garibaldi is a short, thin, nervous looking man, a decided blood; but his little grey eye has the sparkle of polished steel. His hair is cut as short as possible. He wears his beard, but there is nothing striking about it—you see hundreds just like it on the Boulevards—it is beginning to be sprinkled with grey. I don't know whether he is cruel or not—he looks gentle, and one would give him absolution without asking for confession. He is seen as civilized as to wear a princenez, as his eyesight is failing. He does not look as if he was more than forty years old, but he is fifty-three. He is dressed in the uniform of a Sardinian General, that is, in a blue coat trimmed with silver. Garibaldi, has a son who is a soldier with him, and fights like a lion by his father's side. This young man is two and twenty years old.

The Annual Circular of the President of the Provincial Exhibition.

To the President, Directors and Members of the several Agricultural and other Societies and to the Public Generally:—

LADIES AND GENTLEMEN—

The time for holding the Annual Provincial exhibition, being fixed for the four last days of September next, in Kingston, it is the duty of the President for the time being to follow the custom of past years, by urging upon the notice of the community, and particularly of those portions engaged in Agricultural and Mechanical pursuits, the propriety of aiding and promoting the objects for which the Provincial Agricultural Association was constituted—the encouragement of Agriculture, Arts, and Manufactures.

From the gradual progress perceptible each succeeding year, in every Department of the Annual Exhibition, and the good effect produced from the extensive and interesting displays of the Industry and General Productions of the Province, it cannot fail in inciting us to use our best efforts to maintain the exalted position to which it has attained; and from the valuable assistance which it is expected will be rendered by the members of the Board of Arts and Manufactures at the Exhibition of 1859, in connection with the Board of Agriculture, we have assurance of a still more interesting Exhibition in the Mechanical and Manufacturing Departments.

To the Agriculturist and Horticulturist no wider field for advantageous observation presents itself than the Provincial Exhibition Ground, stocked as it always is with Pure Bred Animals of every of kind, and the choicest productions of the Field, the Garden and Orchard; as well as the many labor-saving and useful Implements now found so necessary for various Agricultural and Horticultural purposes, and so admirably adapted to lessen toil and save expense.

To the Mechanic or Manufacturer no better opportunity presents itself for the display of his skill, his talents and his enterprise than where honorable competition with his fellow Mechanic and Manufacturer from every section of the Province, is offered to each in his own particular line of business.

To the Artist and Man of Science, the sphere of study is by no means limited.—Ample scope will be found for displaying the talents of the former as well as the Scientific research of the latter.

To the Ladies the Annual Exhibition owes much of its interesting features, as the thronging masses desirous of visiting the department under their care abundantly testify. No failure of an ample display on their part both of the useful and ornamental is anticipated.

To the Public generally the Annual Exhibition presents a scene of deep interest, and well deserves the support at all classes of society; and from the benefits it has produced hitherto, it is hoped that those engaged in its management will receive that encouragement and aid which are necessary to ensure a successful issue, and to make the Exhibition of '59 what it is intended to be, a fair Exposition of the resources of Canada. As the benefits of membership in the Provincial Agricultural Association are not confined to the Western section of the Province only, but extend to the United Province, a favorable opportunity is thus presented to our Lower Canadian friends, of which we trust they will avail themselves, by contributing largely from the productions of the Eastern Section of Canada, and thereby greatly increase the general interest of the Exhibition.

In order to ensure the protection of Cattle by Articles and Valuable Animals that may be brought to the Exhibition, spacious Waterproof Buildings, Sheds, and Pens are now being erected within the Grounds, capable of affording accommodation known to every effort, to all classes of Exhibitors.

The Steamboats and Railroads will, during the Show week, charge half fare; and the Wharf dues at Kingston, with their usual liberality, will allow all Articles and Animals intended for Exhibition, to be landed and re-shipped free of charge.

WILLIAM FERGUSON,
President Prov. Agrl. Association.
Kingston, 22nd June, 1859.

New York vs. Hartford.

The rapid growth and dominant importance of New York City, as the emporium of the Union, 'the purse string of the empire,' might be considered from many standpoints. It is more directly within our own province to consider it as the present centre of Insurance capital and business. Hartford once was, but, his Troja fait, that was in 1819, when the Ætna Fire Ins. Co. was organized. Nearly a generation and a half have passed since then, which makes as much difference with a young and vigorous nation, as an inch does with a man's nose.

The Home Fire Ins. Co., of this city, organized in 1853, and the Ætna in 1819, are the two great 'Agency' companies of the Union. A brief comparison of their condition on the 1st January, 1859, will be interesting to underwriters, as showing that insurance, like other branches of business, feels the spirit of the practical progress which is characteristic of our age and country, and especially of New York City:

HOME.

January 1st, 1859. Total assets,		$1,077,990 40
Added capital		400,000 00
		$1,477,990 40
Actual liabilities	$36,439 90	
40 per ct. on gross receipts of $328,619 95, to re-insure	211,447 80	247,998 71
Actual means		$1,250,011 69
Total Amount at risk		$45,000,000

ÆTNA.

January 1st, 1859. Total assets,		$1,867,920 08
Actual liabilities	$110,976 54	
40 per ct. on $1,563,864 56, to re-insure	626,345 60	737,322 14
Actual means		$1,130,597 94
Total Am't at risk		$120,000,000

Thus, while the Home has about $100,000 more guarantee fund than the Ætna, it has $75,000,000 less at risk. As to the business of 1858, the Home shows an increase of its 1857 business of $70,000, while the Ætna's income has fallen off during the same period $38,000.

Without intending any disparagement to the highly respectable gentlemen who manage the Ætna, we do not hesitate to attribute the strides of the Home towards the highest point of influence, responsibility and business yet obtained by any Fire Insurance organization in this country, to the general confidence inspired by its large and eminent board of directors, sustaining the courageous, but not reckless, action of its experienced officers. As New Yorkers we may be pardoned a patriotic exultation, that in the field of underwriting, as in all other business departments, the motto stands for a prophecy—'As goes New York, so goes the Union.'—[The Insurance Monitor.

TUESDAY MORNING, JULY 5, 1859.

LETTERS AND TELEGRAMS.

C. & R., Montreal; P. M., Ottawa; W. B., Trenton; P. M. Camden; A. & S., London, England; P. M., Picton; P. M., Port Hope; P. M., St. Catherines.

Arrival of the Bavaria.

ONE DAY LATER.

NEW YORK, July 2.

The screw steamship Bavaria, Capt. Laupe, arrived at this port at an early hour this morning. She left Southampton on the afternoon of Saturday, 18th of June, and brings London papers of that date, one day later than were received by the Arabia.—The Bavaria brings 227 passengers. She passed Sandy Hook about half past five o'clock this morning, and arrived off the Battery at 7.45. She experienced strong Westerly winds throughout the passage.

Passed Cape Race at 10 o'clock on the night of Monday last; saw no ice.

June 18th, when off St. Alban's Head, signalled the American ship Sonora.

Advices from Frankfort state, says the London Times of June 18, in its city article, that the German Confederation are understood to have resolved that 80,000 men 40,000 Prussian and 40,000 Austrian) shall be stationed on the Rhine. It is also asserted that an arrangement has been made for such Austrian troops as are now engaged on garrison duty in the federal fortresses to be relieved by other German troops, so that they may be set free for active operations in Italy or elsewhere. There were likewise strong rumors that Prussia will issue some decisive announcement in the course of a few days. According to a prevalent conjecture, peace is to be proposed to the Emperor Napoleon on certain conditions, and if these are refused Germany is to enter the war. Under these circumstances there is great anxiety and stagnation in all the commercial cities, but it is added that the want of employment for money causes numerous investments in stocks and prices are therefore well maintained. With the existing rate of expenditure, however, this feature is soon likely to cease. The total number of men to be called out in Prussia by the recent decree for the mobilization of eight armycorps will, it is said, be 240,000.

In the London papers of June 18 we find the following bulletins:—

Turin, June 17.—The official bulletin published to-day announces from Tuscany that Prince Napoleon has commenced the movement of his troops. 10,000 Tuscan with 800 cavalry, are ready to depart with him.

Ravenna has pronounced for the national cause, and a manifesto has been published declaring the adhesion of that town to a central government established at Bologna, which is to be placed under the dictatorship of the King of Sardinia. The manifesto also expresses the unanimous wish to be enabled some day to form part of a monarchy worthy of the gratitude of the Italians.

Turin, June 17.—Yesterday the headquarters of the Emperor were at Covo, on the road from Bergamo to Cremona, and those of the King at Castiguato, six miles to the West of Brescia.

Rimini and Cesene have pronounced for the national cause.

Verona, June 17.—General Gyulai has, at his own request, been released from the command of the second corps d'armee, which has been given to Count Schlick, general of cavalry.

Berne, June 17.—A telegram from Coire announces that a numerous Austrian corps, coming from Stelvin, has arrived at Glurns, in the Valteline, and advanced toward Trasac. The Federal Council has ordered the occupation by the Federal troops of the pass of Maroja, between the Grisons and the Valteline.

Rome, June 14.—It is asserted that the French are about to occupy Ancona.

The first Swiss regiment has left for Perugia.

The Russian Ambassador has given a banquet in honor of the French Commander-in-Chief, General Goyon.

NAPLES.

An amnesty has been proclaimed. Those condemned for political offences are amnestied, not including those amnestied on the 27th of December and 16th of March. The latter are to remain under surveillance; those suspected are pardoned.

Common sentences are shortened by three years.

Milan, June 13.—Distinctly there is to be no new edition of the famous attack on the bridges of Lodi. The Austrians wiser than their forefathers, or perhaps made wiser by their own experience at the Ponte di Pottiero and Ponte di Magenta, have taken the precaution of destroying the bridge. Well, where there is no bridge no bridge can be taken. Had this been done to General Bonaparte, as was intended in 1796, it would have been a serious inconvenience to him, for it would have delayed his following in the wake of the retreating Austrian army. As it is "Nous sommes en Singapore."—The circumstances are widely different.

The passage of the Adda might have offered some difficulties to the army of the French Republic, which was scarcely as large as one of our corps d'armee, but it is no obstacle worth mentioning for an army like that of the Allies; and then we have not the same interest to press back the enemy's forces as General Bonaparte had. In his time, the Austrians had, militarily speaking, little or no hold in Upper Italy. Once or twice beaten in the open field, they had to make the best of their way to the Tyrol and Carinthia; all they could do was to leave a few thousand men in Mantua, and the war was ended until they could collect in the mountains fresh forces, and attempt to regain the lost ground. Now this is all changed. The Austrians have in the heart of Upper Italy a kind of Sebastopol, connected with the rest of the empire, not by long inhospitable steppes, but by excellent roads, and in many parts, even by railway.

Austria can thus, even better than Russia, concentrate all her forces at this extremity, which has been prepared for the purpose by the work of years and the expenditure of millions. Any pressure on her retreating army would only bring it nearer to its stronghold, from which it ought never to have come out; and no pressure would be sufficient to get into the stronghold together with the retreating army. In one word, General Bonaparte ended his campaign at the Mincio; we have to begin there the second and more serious phase of it. It is well known that the Austrians are preparing on a grand scale for this decisive phase of the Italian campaign. They have changed their commander, who has contrived to lose at least 50,000 to 60,000 men in less than a week.

The King left last night, the Emperor this morning—a sign that the campaign is about to begin again. The sooner the better. The distances are so small that we may hope to be in time to take advantage of the demoralizing effect of the first blows, and anticipate the reinforcements expected by the Austrians from the interior.

Milan, to him who saw it during the presence of the Allied Sovereigns, seems almost a city of the dead. It is as if the burst of enthusiasm had exhausted the vital power of the city, and as if it required some repose to recruit its strength. The communications, which had been interrupted by the war, are being gradually re-established.—The railway from this to Como has already begun to run; that to Magenta will be very likely opened to the public as soon as it is no more required for the army. When this is done there will be, with the exception of the little distance from Magenta to the station of San Martino, an uninterrupted railway communication to Turin and France. What an advantage for reinforcements and stores!

The new Governor of Lombardy scarcely appears in the foreground, so quiety and smoothly does the organization of the country go on. As you saw from the decree which I sent you yesterday, as little as possible has been changed, the object being not to devise the best possible government, but one that should be ready for the emergency. All that has been done, therefore, is to remove the number of foreigners whom the Austrian Government employed in the public offices, and to concentrate the government in the hands of responsible persons with considerable power, instead of the collective body which had been such a nuisance in the late Austrian Administration.

In the Financial organization of the country the same system has been followed as in the political one.

Lombardy will be governed for the present by the same forms which have existed hitherto; the Lombards will have to pay the same taxes, and you will see the strange spectacle that what was insupportable under the Austrian rule will be, and is already cheerfully submitted to under a self-chosen government. Every one thinks it natural, and, should there be greater sacrifices, they will bear them equally well. Here lies the whole Italian question, turn it as you like. Let the foreigner, like Jerome Paturot, go and search after the best, not of republics, but governments, and find it too; he will not be less detested than he has been under the spirit killing bureaucratic system which has been kept up hitherto in Lombardy. It is a matter of feeling, or call it instinct—animal instinct, if you like—but so it is. As the gray and red partridge will not dwell together, so it is with some races, and more especially with the German and Italian. Nothing can ever conciliate them.

As the two cannot dwell together and neither will yield, they must fight for it. The proclamations of both the Emperor and the King say clearly enough that the thing is not done yet, and that the Italians must help themselves as far as they can. The appeal has not been in vain, for within the last two days above 4,000 volunteers have enlisted from this town alone. The display of military splendor during the presence of the Allied Sovereigns, has no doubt, contributed to attract the youth, but even without it there would have been a fair contingent. A proof in this respect is the success of Garibaldi, who, in spite of what he had to pass through, and in spite of the little attraction which a small body of men with great coats for uniforms, and often scanty fare, presented, still contrived to recruit largely on the road. It is on the peasantry in the North and the cities, both in the mountains and in the plains, that we may chiefly reckon for active co-operation.

Arrival of the North American.

QUEBEC, July 4th.

The Steamer North American with Liverpool dates to the 22nd, passed Father Point at 5:30 A. M. Yesterday.

The Asia arrived out at 5 A. M. of the 19th. The Hungarian at midnight of the 20th.

No further fighting had taken place, but the hostile armies were face to face on the Mincio, and a decisive battle was daily expected.

Napoleon and the King of Sardinia were at Brescia, and the Emperor of Austria at Villa Franca.

The North American sailed at 11 o'clock on the morning of the 22nd. The City of Baltimore was to sail three hours later. Also, the Vanderbilt from Southampton.

The ship Stalwart from New Orleans, for Liverpool, was burnt at sea. The crew and passengers were saved and brought to Queenstown by the Princess Helena.—£6,000 in specie was also saved.

Intelligence from the Seat of War was meagre. Stirring events were expected before the end of June.

The retreat of the Austrians had brought them to their reserves on the Mincio and Adige, where they had been joined by great reinforcements. There were probably from 100,000 to 150,000 men who had not yet seen the allies. The Emperor of Austria was with them. They occupied one of the strongest positions in the world, and had a decided numerical superiority.

An official despatch from Verona says Gyulai, at his own request, had been recalled from his command, which had been given to Count Schlick.

Napoleon and the King of Sardinia entered Brescia on the 18th amid great enthusiasm.

The following despatches show the course of events.

On the 14th the Sardinian army took up its position on the Mella near Brescia.

Forces have been despatched to observe the mouth of the upper Oglio.

Garibaldi advanced on the 15th towards the Lonato.

It is asserted the Austrians are concentrated at Montechiaro with strong rear guards at Castelnuovis.

General d'Urban occupied Capriano on the 16th, but abandoned it the following night.

Turin, June 19.—The Austrians finished on the 16th the evacuation of Montechiaro. Their right wing is said to have gone to Lelande, taking the direction of Pozchiera. The centre occupies the heights of Castiglione, and the left has gone towards Castel Goffredo.

GREAT BRITAIN.

The official list of the new Cabinet is published. It shows no variation from the list received per Arabia.

Among the appointments which do not figure in the Cabinet, are the Lord Lieutenant of Ireland; Earl of Carlisle. Attorney General Sir R. Bethel; Solicitor General Sir H. Keatings. The absence of Mr. Bright's name from the Cabinet gives offence to many who imagine some ill omen may that he was left out at the instigation of the Queen.

BREADSTUFFS MARKET.

June 17.

A fair attendance of buyers at yesterday's market. The weather has been fine. Flour, moderate enquiry: Western Canal 19s. 3d. @ 19s. 6d. ₱ 196 lbs.: Philadelphia and Baltimore, 11s. 3d. @ 11s. 6d. ₱ 196 lbs. Wheat at Friday's full prices: White 9s. 3d. @ 11s. ₱ 196 lbs: Red and Mixed, 8s. @ 10s. 4d. ₱ 196 lbs. Corn in moderate request: White, 5s. 2d. @ 5s. 6d. ₱ 196 lbs.: Yellow, 4s. 3d. @ 4s. 6d. ₱ 196 lbs.: mixed, 4s. 3d.

Provisions.—The demand for beef remains in the same dull state.

Ashes.—Pots, 300 bbs. at 27s. @ 27s. 6d.

Sugar.—A good enquiry.

Consols 92¼ @ 92¾.

Kingston to Gananoque.

The thriving village of Gananoque bids fair to become the Lowell of this neighborhood. Its never-failing supply of water available for manufacturing purposes, and the numerous manufactories which enliven the streets with their busy hum, and give an air of business and importance to the place, entitle it to the notice of the traveller, and deserve description.

Gananoque is distant from this city about eighteen or twenty miles, and is easily approached by railroad or steamboat. A station of the Grand Trunk railway (lying rather far from the town, as do too many stations on the line,) affords access by the train, and the royal mail line steamers call daily on their passage up and down the St. Lawrence. Other steamers call frequently at the port, and the trip to and from Kingston is one of the most delightful that can be made.

After leaving Kingston the steamer glides rapidly on its way down a long reach of the river, passing islands of various sizes and of greater or lesser fertility; the mainland exhibits a pleasing succession of farms and wooded shores, and the martello tower on Cedar Island, which forms a prominent object in the view for a mile or two, gradually fades from sight, and is lost altogether in the distance. The interest of the voyage, however, is far from being lost. The steamer pursues its course, and the eyes of the voyager soon rest upon a scene often described but really indescribable; he has fairly entered the Lake of the Thousand Islands, and successive "things of beauty" serve to attract the attention and fill the measure of his enjoyment. The traveller unaccustomed to the river is apt to imagine that the pilot is culpably heedless of his duty, as he sees the vessel directly steering for an island destitute of the signs of civilization when a broad and open course appears to offer itself on either side; the absence of houses on the island assures him that no object of trade can allure the vessel to a landing place, he begins to wonder at the negligence of the officer in charge of the boat, and he is tempted to declaim against the fitness of the pilot for his position, when in a moment he is undeceived, and he awakens to the peculiar nature of the navigation among the islands. He perceives the lighthouse towards which the vessel's course is directed, and in a few moments what appeared to be one island turns out to be two, with a deep and navigable channel intervening, through which the boat safely finds its way. The tortuous course still continues; lighthouse after lighthouse is passed, and innumerable islands are around: the scene is one of enchanting beauty, ever changing and ever fresh, and apathetic indeed must he be who cannot derive pleasure and refined zest from such a panorama. The traveller finds that the eighteen miles or so have been rapidly passed over; he soon arrives at Gananoque, and steps ashore on the capacious wharf. On looking around the same pleasurable character of scenery presents itself, and he perceives that one of the most charming prospects is to be had from the shore. Fairy islands deck the placid waters of the river, and the river itself—the majestic and incomparable St. Lawrence—is here, as in every other part of its course, an object that claims the willing admiration of the spectator.

The importance of Gananoque, in an economical and commercial point of view, is due to the excellent water privileges with which the locality is favored. The name of the stream which affords such a source of wealth is Gananoque Creek, and it takes its rise in the high grounds lying to the north and north-east, and forms several large expanses of water in its course, broken by repeated waterfalls in the interior. Lake Charleston, at a distance of fifteen miles from Gananoque, and the Drowned Lands, at a distance of about eight miles from the village, are well known to sportsmen; duck shooting and fishing are there to be had in perfection. The chances, too, of nobler game are by no means small, since deer in great numbers are to be met with in the locality. These are matters which were well known to the aristocratic British officers, so passionately fond of sport, who, in the good old times did garrison duty with their regiments at Kingston, and who seized the golden opportunity of a few weeks' real sport in the back woods and amid the lakes. South Lake is an expanse nearer to the conflux of the stream with the St. Lawrence, being only four miles from the mighty river; this lake, like those through which the creek has passed, affords most excellent fishing, and wild ducks are plentiful in their season.

The capacities of the stream are turned to profitable account at the village, and power is derived to set in motion the machinery of the extensive flour mill owned by Mr. W. S. McDonald, the carriage axle and screw-bolt manufactory of Mr. D. S. Abbott, and the saw mill and shingle manufactory of Mr. McCammon. Besides the work done at these establishments, a vast amount of labor is performed by the stream in grinding hoes, spades, forks, and shovels manufactured by Messrs. Jones & Co., whose products have obtained a fair reputation in the province, their specimens shown at the Provincial Exhibition held in Toronto last year having carried off the prize.

The woolen factory of Mr. O. L. Potter is extensive, and its machinery is driven by the same element of success and stimulus of enterprize that causes the general activity of the town, and attracts the attention of manufacturers to its site. Woolen cloth in all stages of its manufacture, from the fleece to the finished web, is to be seen on inspection of this establishment, and by the curious in these matters the interesting process that a piece of cloth undergoes ere it is ready to be formed into a garment by the tailor are sure to be witnessed with eagerness and delight. The operations of carding the fleece, forming it into a continuous, thick, loose cord preparatory to being spun into a much finer thread by the "jack" or spinning machine, the weaving of the warp and woof by means of the power loom and fly shuttle are manufacturing processes into which all the skill of modern mechanicians has been thrown, and to the perfection of which we owe the advantages of cheapness and uniformity of texture. After being woven into a continuous web, the piece of cloth undergoes another process to less ingenious than those which it has already undergone. The cloth as it leaves the loom is thick and coarse, looking like a blanket or horse rug; it has to be sheared and its texture made uniform. From the shearing machine the piece proceeds to the burling engine, and the "nap" is brought up as if by magic.—By the way, the history of the trade in England as an article of commerce is in itself a lesson, and shows the effect of competition and improved means of transport. Before the introduction of the locomotive, teazles intended for the market in the west riding of Yorkshire were grown in Somersetshire, and had to be carted a distance of about one hundred and eighty miles, the journey occupying a fortnight, and a cart load would be worth from £30 to £35. Now they are carried by the country band of steam across the country in a day, and owing to competition among dealers and growers the teazles, sell for less than one-fourth of their former price.—The player of cloth undergoes another process after being teazled, and afterwards necessary is called into action to brush and draw it up so as to fit it for sale. The fabrics manufactured at Mr. Potter's factory are well esteemed for their durability, and, remembering the general failures of others only where there is being done at the establishment.

There are many other objects of interest in Gananoque; several new buildings are to be seen, and others are in course of erection. A new and appropriate structure forms an addition to the sacred edifices of the village. Cheever's hotel is also a new edifice, and is an inn where the traveller may comfortably locate himself.

Altogether such a trip as this is a capital relaxation from the confusion of travel; it is one within the means of all, the pleasures attending it are rational, and to those city folk who cannot afford more than a day's absence from town the advantages offered are decided. Unquestionably Gananoque possesses an enviable prospect. With the increase of population in the Eastern District its trade is sure to augment and its proportions to extend. The suitability of its location for a manufacturing town is unsurpassed.

J. N.

Grand Trunk Railway of Canada.

AUDIT OFFICE,
Montreal, June 30th 1859.

Statement of Traffic Receipts for week ending Saturday, June 18, 1859:—

	No.	Amount.
Local passengers	10,492½	$12,652 10
Foreign passengers	1,893	3,491 98½
Emigrants	182	538 12½
Mails, Express, &c.		2,319 46
Local Freight & Live Stock (5,581¼ tons)		11,133 09
Local Timber and Lumber, 1,822,033 ft., (1,652 tons)		3,629 35
Local Firewood (1640 cords, 2,459 tons)		1,537 00
Foreign Freight and Live Stock, (1,011 tons)		1,970 05
Total (880 miles)		$37,301 16
Week ending June 19, 1858 (849 miles)		43,164 95½
Increase, 31 miles; Decrease amount		5,863 79½
Total Traffic from July 1st, 1858, to date		$2,191,938 94½
For same period last year		4,290,201 72

J. HARDMAN, Auditor.

TENNYSON'S BUGLE SONG.

The splendor fall on castle walls,
And snowy summits old in story;
The long light shakes across the lakes,
And the wild cataract leaps in glory.
Blow, bugle, blow, set the wild echoes, flying;
Blow, bugle; answer, echoes, dying, dying, dying.

Oh hark! oh hear how thin and clear,
And thinner, clearer, farther going;
Oh, sweet and far, from cliff and scar,
The horns of Elfland faintly blowing!
Blow, let us hear the purple glens replying;
Blow, bugle; answer echoes, dying, dying, dying.

Oh, love, they die in yon rich sky!
They faint on field, on hill, on river;
Our echoes roll from soul to soul,
And grow forever and forever.
Blow, bugle, blow; set the wild echoes flying;
And answer, echoes, answer, dying, dying, dying.

Compare Tennyson's "Bugle Song" with "Rifleman Form," and one will scarcely attribute the latter to the Laureate. Nothing can be finer than the Bugle Song. The very "horns of Elfland" could discourse no sweeter music than this; its echoes, like those of our better life, we can imagine are really destined to

"Roll from soul to soul,
And grow forever and forever."

Who would say as much for "The War."

WEDNESDAY MORNING, JULY 6, 1859.

Recorder's Court.

This Court opened its July session on Monday last, the 4th instant, A. J. Macdonell, Esq., Recorder. The criminal business fore the Court was extremely light, consisting chiefly of appeals.

John Williams, a colored man, pleaded to a charge of larceny instituted by Mr. David Alexander, the prisoner having stolen clothes from a line, and he was sentenced to four months' imprisonment in gaol.

The charge against Michael Chambers for forcible entry into the dwelling house opposite the Tete du Pont Barracks, in the occupation of William Sharp in January, 1858, was decided adverse to the defendant. The evidence adduced varied little from what was given before the Police Magistrate in September and October last, and which was published at length in this journal. The witnesses called for the prosecution were William Sharp, Thomas Mason, David Harold, Mrs. Forrest, Thomas Farrell, Henry Hughes, and Wm. D. McLean. For the defence the following witnesses were called:—William Chambers, son of the defendant; John Scahill, son-in-law of the defendant; Mrs. Jane Scahill, daughter of the defendant; and Mr. John Robbs, police officer. The learned Recorder addressed the jury at length, and stated with clearness what constituted forcible entry. He remarked that there was one circumstance worthy of notice—that if the doors of the house were open, alleged by the defendant, why did the defendant go to Mrs. Forrest for the keys, and threaten to break open the doors if he did not obtain them? He said he had no doubt in his own mind but that force had been used, and he strongly charged the jury against the defendant. The jury retired for about a quarter of an hour, when they rendered a verdict of guilty against Michael Chambers. The Court gave judgment, and sentenced him to two months' imprisonment in the common gaol, and to a fine of £20 with costs of the suit, to remain in prison until the fine and costs be paid.

The Court rose on Monday evening, the session having occupied only one day.

One dollar expended in procuring a large bottle of Perry Davis' Pain Killer, may be worth more to you than thousands of dollars invested in bank stock. It will eradicate disease from your system when all other medicine fails. Thousands, both in this and foreign countries, readily testify to the fact. 1m-155

FATAL ACCIDENT.—Jeremiah Tracey, an elderly Irishman employed by the contractors of the Grand Trunk railway, was crushed on Monday evening last between two cars used on the branch railway track.—The man was rather deaf, and at the time was pushing a car from behind towards the depot when another train running in the same direction down an incline came upon him and crushed him to death. The unfortunate man leaves a family to mourn his loss.

THE NORTH-WEST.

We find the following interesting intelligence from the Red River, in the St. Paul Pioneer and Democrat:—

Wm. K. McFarlane, Esq., of Minneapolis, came down from the Grand or Rushey, and communicates some important items of intelligence from the Red River country. From him we learn that the Red River mail arrived at the Grand on Friday evening, 24th inst., bringing letters from Mr. Hall, (of the firm of Alexander & Hall, of St. Anthony,) stating that a messenger had arrived at Pembridge with the steamer, but not unexpected news that the steamer Freighter had been carried safely out of the waters of the Winnipeg River, and at the time of the messenger's departure was passing in the waters of Lake Traverse. All difficulty was past, and the Freighter was hourly expected to arrive at Breckenridge.

The steamer Anson Northrop left Fort Abercrombie on the 4th ult. for Pembina, with her machinery, rails, and fixtures all complete, intending to return to Breckenridge within twenty days with a load of lime, to be used in building the hotel at that place, and grain for the use of the Minnesota Stage Company. It is said that grain is at that time to be purchased to better advantage at the Red River settlements, than to transport it by wagon from St. Cloud.

Forty eight teams left St. Cloud during the past week, all with the exception of six teams destined for the Red River country. The six teams were loaded for the neighborhood of Alexandria, in the Peak Valley. The above does not include Col. Sibley's expedition, which left on Monday last, with six.

E. R. R. Rusk, Esq., formerly of Mississippi, but now Registrar of Lands for Traverse county, left St. Cloud on Saturday morning, in company with a number of gentlemen from New York, who intend settling at Breckinridge, Cheyenne, and other points on the Red River.

A BONUS TO NEW SUBSCRIBERS.

HAVING received in payment Fifty Copies for one year, of the New York Illustrated Lady's Literary Gazette, we shall be happy to receive One Yearly Copy to every New Cash Subscriber to the British Whig until the number is exhausted.

The Illustrated Lady's Literary Gazette is a handsome 4to. Monthly Magazine, adorned and illustrated in the modern New York style.

—OR—

A Copy of the Genesee Farmer for 1859.—50 cents.

Weekly British Whig

"Optier per Orbem Dicit."

THURSDAY MORNING, JULY 7, 1859.

LETTERS AND TELEGRAMS.

C. & Son, Chicago, Ill., with enclosure; P. M., Napanee; P. M., Trenton; P. M., Elginsburgh; P. M. Belleville; P. M., Melrose; P. M., Wellington; P. M., Coburg; J. S. C., Toronto, with remittance; R. F., Trenton.

A Gossipping Letter from the Editor.

Donegana's Hotel, Montreal, July 5, 1859.

MY DEAR WHIG,—

No man can pass from Kingston to Montreal and return without having something to say—it is not all barren from Dan to Beersheba, tho' many people make it so.

Whatever be the pecuniary condition of other parts of the Province, nothing in the shape of poverty or stagnation of trade strikes the eye in this good city. On the contrary the signs of material prosperity are visible on every side, whether in the increase of the number and size of the new buildings, or in the busy traffic of the streets, docks and wharves. Apparently, Montreal never did a greater or a better business than is doing at the present time. It is not quite a year since I was last here, and to! improvement is seen on all sides. Ruinous tumble-down buildings have been removed, and large handsome stone structures have been reared in their places. St. Sacrament Street and Lemoine Street have changed their character and become leading places where merchants most do congregate. And in the Suburbs and in the more remote streets, elegant family mansions poke up their noses where nought was seen but gardens or fields.—The harbor filled with sea-going ships and steamers; the stores and warehouses filled with goods and merchandize; the shops filled with customers; and the streets filled with all kinds of vehicles. All this I observe in Montreal. As young Squeers was said to have abstracted the whole fat of Dickens' school at Do-the-boys Hall, so Montreal, in these precious hard times, may be said to have gotten all the fat of Canada. And why? Simply, because its unrivalled position claims and obtains trade from the whole continent to the west. Happy Montreal to have such a position; and happy Canada to possess Montreal.

The Victoria Bridge will not be finished this fall, and no celebration can possibly take place until next summer. So, Mr. Speaker Smith will have taken his journey in vain, and no scion of the Royal Family will visit Canada for a year to come. It is quite as well; for that peculiar visit of the Prince of Wales to Rome has greatly diminished the popularity of his Royal Highness, and though he would be received in Canada with the respect due to his high birth, yet the enthusiasm attendant upon a royal visit would be found wanting. A twelvemonth, hence that peculiar visit may be explained, and the Prince will stand once more on his royal legs. The bridge is in a great state of forwardness, but too much remains to be done to render its completion this year at all probable. Ten of the iron tubes from pier to pier are not put up, and the piers themselves are not all above water. Nothing official has been made public, but it is generally admitted, no Celebration till next year.

I went over two of the Montreal ocean steamships, the 'Nova Scotian' and 'North American,' but though it may amount to heresy to say so, yet I don't like them, and think they cannot be compared at all with the vessels of the Cunard Line. Still, they are large, handsomely fitted and well-appointed ships, that sail fast and make good voyages, and Canadian into the bargain. But, screw steamers though well fitted for naval warfare, are not pleasant as passenger boats, and never can compete in popularity with the paddle wheel steamers of the Cunard Line. And this I fancy their owners by this time must have found out; for the 'North American' only brought out 24 cabin passengers, and the 'Nova Scotian' not many more. And this, while the Cunard Liners are filled to repletion at a much higher rate of passenger money. The principle of subsidizing mail steamers is a bad one; it forces a trade before it is needed, and represses fair and legitimate competition. After all the money which the United States Government has lavished upon the Collins' Line, their vessels are now sitting in dock; and the £4000 per voyage subsidy to the Galway and New York Steamship Line can but end in a like calamity, even if worse do not befall their vessels.

I was too late to hear Mr. Strakosch's troupe sing in the Messrs. Nordheimer's new Musical Hall, but I went to see the Hall nevertheless. It is truly a most spacious and beautiful room, large enough to hold twelve hundred people all seated, and yet small enough to be able to see and hear all that is intended to be seen and heard. It possesses a quality which few Halls in America possesses, it is admirably adapted for sound. The Troupe who sang in it last week, including the names of Colson, Amodio, Meisenhauer, &c., have recorded their admiration of its acoustic properties:—The undersigned beg you to accept their sincere congratulations on the complete success which has crowned your endeavors in erecting one of the most splendid Music Halls in America. Having visited almost every Concert Room on this Continent, we consider your Hall containing acoustic qualities of the highest order, elegance of construction and comfort for the audience, as well as performers, which render it, in our opinion, the most perfect Music Hall in America.—Wishing you success and prosperity, as you richly deserve, we hope that the public will appreciate your labors for the progress of music and art. Addressed to Messrs. Nordheimer.' If Kingston had a Music Hall, artists would then occasionally visit it, instead of giving it the go-by, as the Opera Troupe and the Strakosch Troupe both recently did. The City Hall is a beastly hole to speak or sing in; but singular to say, the opposite Hall, (Shaw's) is just the reverse, being excellent for sound; and had it not been for the egregious stupidity of the new committee on city property, it would long ere this have been fitted and occupied as a Music Hall; but the committee, as pious as they are stupid, preferred to rent it for a Conventicle, at a much lower rate than was offered for it as a Music Hall!

I went last night to the small but handsome Theatre House, and saw Mr. Barry Sullivan play 'Evelyn' in Bulwer's comedy of 'Money.' He is a gentlemanly, energetic actor, not past the prime of life, and plays like a gentleman, which is saying a great deal for an actor in these modern days of strutting. But he dresses, or rather dressed his part last night, very badly. This, however, must be my want of taste, for I was assured that his dress was in the most approved style of London fashion. A stylish tailor to the actors of the legs and pegs top trowsers may be in true London and Parisian style, yet they disfigure a gentleman on the stage, and in my humble opinion entirely spoil the effect of Mr. Barry Sullivan's otherwise excellent acting. Mr. Buckland, the well known leader of the Montreal Theatre, has gathered an excellent stock company about him, 'Money' has many characters