SUNDAY DIRECTORY—HOURS OF PUBLIC WORSHIP.

St. George's Cathedral.—Morning Service, 11.00; Evening Service, 7.00; Military Service, 2.30, p. m. Daily Prayers at 3.30 p.m., except on Wednesdays, when service is held at 7½ p.m., with sermon. On Saints' Days morning and evening prayers.

St. Paul' Church (Queen Street.)—Morning Service, 11.00; Evening Service, 6.30.

St. James' Church (Union Street.)—Morning Service, 11.00; Evening Service, 6.00.

St. Mary's Church (Barriefield.)—Morning Service, 11.00.

St. John's, Church (Portsmouth.)—Morning Service, 10.30; Afternoon Service, 4 o'clock.

St. Andrew's Church (Princess Street.)—Morning Service, 11.00; Afternoon Service, 6.

Chalmers' Church (Earl Street.)—Morning Service, 11.00; Evening Service, 6.00.

Brock Street Presbyterian Church.—Morning Service, 11.00; Afternoon Service 6.00.

Wesleyan Methodist Church (Sydenham Street).—Morning Service, 10.30; Evening Service, 6.00.

Wesleyan Methodist Church (Queen Street).—Morning Service, 10.30; Evening Service, 6.00.

Methodist Episcopal Church, (Head of Johnston Street).—Morning Service, 10.30; Evening Service, 6.00.

Primitive Methodist Church (Brock Street.)—Morning Service, 10.30; Evening Service, 6.00.

St. Mary's Cathedral (Roman Catholic.)—Mass, 7.00, 8.00 & 45 (Military Service) and 10.30 a.m.; Vespers, 3.30.

Baptist Church (Johnson Street.)—Morning Service, 11.00; Evening Service, 6.00.

Congregational Church (Wellington St.)—Morning Service, 11.00; Evening Service, 6.30.

Catholic Apostolic Church (Queen St.)—Morning Service, 10.00; Evening Service, 6.00.

The Daily British Whig

"Opifer per Orbem Dicor."

SATURDAY MORNING, FEB. 18, 1865.

FURTHER BY THE EUROPA.

Great Britain.—Prof. Goldwin Smith, in the London Daily News, controverts the opinions of a Manchester paper, and urges that although a compromise with the slave oligarchy is impossible, it is possible that at no distant time negotiations may be hopefully commenced with separate States over which the oligarchy of Richmond is losing its usurped power.

The Index says that the war is reaching such a crisis that England and France must decide to become the friends of one of the belligerents or fight them both, and events are occurring which may precipitate that decision, at least in the case of France.

The Index also gives a rumour which is alleged to be current in political circles, of the intention on the part of the British Government to sever its connection with Canada before the termination of the American war, so that the finest Province of Great Britain may be seized without forcing England to war. These articles are regarded as mere bugbears on the part of the Index to frighten England and France into a recognition of the Southern Confederacy.

The Prosecution against Rumbold, one of the officials at Sheerness, for violating the Foreign Enlistment Act by aiding in equipping and arming the steamer Rappahannock for the Confederates, was progressing on the 4th inst.

A great meeting in favour of Reform has been held at Manchester.

Lord Amberly, the eldest son of Earl Russell, made his political debut and attracted considerable attention by a speech made by him in favour of Reform, at Leeds.

France.—The weekly statement of the Bank of France shows a decrease of over 3½ millions of francs in cash.

The great trotting match in Paris between the American horse "Shperd" and the French horse "Empress," resulted in a victory for the American horse, he winning by one hundred yards.

Italy.—Victory Emmanuel was on a visit to Florence, where he had received a most enthusiastic reception.

The Italian Senate has adjourned sine die.

A ministerial crisis was reported but it blew over.

Turin was in a considerable state of excitement, but no disturbances had occurred.

Prussia.—The Council of Admirals at Berlin have definitely drawn up a project for the formation of a Prussian navy.

Seven war vessels are being constructed for this purpose.

London Money Market.—The funds were quiet and consols rather easier. Money was in fair demand at 5 per cent.

A new loan for Peru is spoken of.

Liverpool, Saturday evening, Feb. 4.—The news received to-day from America per steamship China, indicating a continued war in the United States, has imparted a decided improvement to the cotton market, and rather unfavorably affected United States securities. The rebel loan is reported as unchanged.

Queenstown, Sunday, Feb. 5.—Rumbold, the defendant in the pirate Rappahannock case, has been acquitted on all the counts.

Cardinal Wiseman is reported to be rapidly sinking.

LATE FROM QUEBEC.

Quebec, February 16.

Mr. Cumberland's arguments for increased remuneration to the Northern railway for railway postal service were submitted to the Commissioners to-day.

A return laid before the Legislative Council to-day on the subject of the Reciprocity Treaty contains a report of a committee of the Canadian Council, dated the 19th of February, drawing the attention of the Imperial Government to the importance of the treaty to Canada, and urging them to prevent its repeal by the United States. Lord Monck forwards the report to the Duke of Newcastle and Mr. C. Fortescue replies for him, 24th March, 1864, that Earl Russell will consult Lord Lyons as to the steps to be taken to secure a continuance of the treaty.

The vote to-night in the Legislative Council on Mr. Sanborn's motion, which was negatived by 41 to 18 is the test of the Confederation scheme. The opponents of it are not expected to muster as strong on any future occasion.

Petitions against Mr. Wood's Amalgamation Bill were presented to-day from the County Council of York and Peel, from the merchants of the city of Toronto, and from the City Council of Hamilton. Owing to its unpopularity Mr. Wood is expected to withdraw it. The constituencies shall take care to let their representatives understand their views on this Bill.—Globe.

Stamp Duty.—For the convenience of suitors who may have claims to enter in Division Courts, we have compiled the amount of fees to be paid by stamps under Chap. V. Vict. 27. Suitors should be prepared with stamps before attending Court, for if not prepared beforehand they cannot obtain judgment.

STAMPS REQUIRED TO BE PAID CLERKS.

On entering account or claim with Clerk up to $20, required stamp of 10c.; up to $40, do. 20c.; up to $60, do. 40c; over $60, do. 60.

Hearing undefended causes to $8, required stamp 16c.; up to $20, do. 20c; up to $40, do. 30c; up to $60, do. 60c; over $60, do. 80c.

Defended cause, up to $8, required stamp, 20c; up to $20, do. 40c; up to $40, do. 80c; up to $60, do. $1; over $60, $1.50.

On every order up to $20, required stamp, 10c; up to $40, do. 20c; up to $50, do 30c; over $60, do. 40c.

Every Confession, up to $100, required stamp, 10c.

Example.—A person entering a claim, say $15, will require to pay the clerk a 10c. stamp, and at the Court, if undefended, 20c. for hearing, and 10c. for the order; and if defended, 40c. for hearing, and 10c. for order.—By the above table one can easily tell what stamps they desire.—Free Press.

LEGISLATIVE COUNCIL.

Wednesday, Feb. 15.

Sir E. P. Tache brought down a message, including despatches, descriptive to the embodiment of provincial forces for frontier service.

A bill to incorporate the Montreal Investment Association was read a third time and passed on motion of Mr. Ferrier.

The debate on the confederation question was then resumed.

Mr. Bobean said there were no annexationists in this House but those who advocated confederation without consulting the people. They were taking the course most likely to lead to annexation because they were taking a course which would cause very great discontent. They could not consent to abolishing the elective principle in the Legislative Council, because the liberal party had long fought for it, and it would be a very backward step to give it up now when attained after a long struggle. But if the nominative principle were admitted he would object to their number being limited, because that would limit the prerogative of the Crown. In the event of confederation, he did not know by whom the seignorial indemnity was to be paid—whether Lower Canada was to assume it, or whether it was to be divided between the two Canadas. If Lower Canada would not assume the whole of it what would the federal government do? Would it provide the amount by imposing new taxation, or by keeping back a proportion of the 80c. per head accruing to Lower Canada. He wished more definite information on this point. He objected also to the clause which gave the federal government the taxing power. This power he thought should be limited. He contended that the law of marriage was a matter which should have been left to the local governments on account of the views of Lower Canada on the divorce question.

Mr. Ferrier said that since the settlement of the seignorial and clergy reserves questions, no question of great public interest had occupied the minds of the people, and the consequence was that the political warfare which had been waged for a number of years had been of a nature almost to destroy all current political principle. He gave great credit to Mr. Brown for the manner in which he had approached the leaders of the opposite party with a view of agreeing upon some measure which would allow the affairs of those provinces to be conducted more satisfactorily, and to cleanse. Galt, Macdonald and Cartier for the way in which they had responded to his proposition. He believed the government thus formed had the support of at least two-thirds of the whole people of Canada. He referred to their proceedings at Charlottetown to take the initiatory steps for union. He remembered the well standing of the bank at River Du Loup, and when he saw the government steamer passing down, wishing them God speed. He had been surprised to find the member from Niagara (Mr. Currie) taking up newspapers and reading a catalogue of the supposed to be sins of his own political friends, the party he formerly acted with. When the gentleman's friends had devoted their energies to carrying out this union, this great scheme for the good of the country he thought his friend would do better to support them.—He went on to speak of the advantages that would be derived from the construction of the Intercolonial railway. He said there were now 100 cars of produce from Western Canada standing at Point St. Charles because the roads to Boston and New York could not do the work required for their own country as well as ours. He gave statistics to show that the flower and grains required by the lower provinces were beyond what they raised themselves, and that what Canada could supply them would give freight enough for one train a day every working day in the year; and specially in view of the action now being taken by the American government with reference to our commercial relations with the United States, he was satisfied that before the Intercolonial railroad could be made, there would be business enough to pay expenses in the very first year. He believed the confederation scheme would be carried by large majorities in this House and in the Legislative Assembly and in the legislatures of the Lower Provinces, and if so we should enter on a new era in the history of British North America. He believed that it was Divine Providence which had directed the statesmen of the various colonies in their deliberations, and which brought late harmony so many conflicting interests (Hear, hear)

Mr. Seymour followed, opposing the scheme. He thought it was a scheme of concessions in which Canada, especially Upper Canada, granted advantages for which she would not be compensated. The Executive Councillors had constituted themselves delegates without authority, and they now desired to force through the scheme without alteration. The lower provinces with only 800,000 inhabitants would have 28 members in this House while we, with so much greater population and revenue, would only have 26. The Franchise there was lower, almost universal. He alluded to the public debt, &c., and pointed out the loss we would sustain by assuming a non-paying railway.

LEGISLATIVE ASSEMBLY.

Wednesday, Feb. 15.

Mr. J. A. Macdonald—Bill to amend the law of Upper Canada respecting the Court of Chancery.

M. Taschereau asked whether it was the intention of the government to introduce during the present session any amendments to the act respecting gold mines.

Mr. J. A. Macdonald said it was not the intention of the government to make any change in the absence of any information to shew the necessity of such a change.

Mr. Sandfield Macdonald moved for a committee of the whole House on Monday next to consider a resolution on which to found an address to His Excellency the Governor General praying that he will be pleased to recommend an appropriation out of the public monies for the purpose of erecting a suitable monument to the memory of the late Hon. Wm. Hamilton Merritt, for eminent services rendered by him in promoting internal improvements in this province. The mover passed a high eulogium on that eminent man as one who was non-political in a common sense term, but one who devoted all his energies to the improvement of the country, the establishment of the canal system and the improvement of navigation. He first conceived the idea in 1823 of connecting Lakes Erie and Ontario by means of the Welland Canal. The speaker traced the progress of the work from the turning of the first sod on St. Andrew's day, 1824, to its completion, dwelling upon its importance, and following up other great public enterprises promoted by Mr. Merritt, the improvement of the navigation of the St. Lawrence, deepening the canals, the establishment of the reciprocity treaty and a daily line of steamers with Europe. Before the latter magnificent scheme was put into execution he was cut down. He thought he might call upon the member for Montmorency to second the motion.

M. Cauchon had much pleasure in doing so. We owed a great deal to that public spirited man. To him was due the canal system and the establishment of a trans-Atlantic line of steamers. We had too few such men.

The motion was carried.

Mr. A. A. Dorion moved for a return of arrears due on sales of crown lands in Upper and Lower Canada respectively.—Carried.

Mr. Morris moved for a committee on the subject of registering births, marriages and deaths in Upper Canada. He pointed out the importance of correct registration.

The motion was granted.

Mr. Cowan moved the second reading of the bill to repeal chapter 32 of the Consolidated Statutes of Canada, and otherwise to provide for encouragement to agriculture, arts and manufactures.

Mr. McGee hoped that his friend would allow the bill to stand over for this session. There were many changes required in the laws respecting agriculture, involving even the administration of the Bureau of Agriculture, and to this subject he had devoted considerable attention, but the House would see that it would be useless to make amendments now which would have force no longer probably than twelve months, for under the scheme of Confederation now before the House, the subject of emigration would be dealt with concurrently by the local and general governments. The local legislature of Upper Canada would, of course, have to take it into consideration, and make such arrangements as would prove satisfactory to the people of that section. It would be seen, therefore, that it would be useless for this House to make any change, until the question of Confederation was disposed of.

Mr. Cowan hoped this scheme of Confederation was not going to put back all legislation. This was a matter in which great interest is taken throughout Upper Canada, and the only difference of opinion respecting it was in the regard to the mode of election a board of agriculture. Some changes, however, were required by almost every farmer in Upper Canada. He hoped the Government would allow the measure to pass the House.

Mr. William Ferguson differed from the member for South Waterloo, respecting the changes being required in the mode of electing the board of agriculture. At a large convention of agriculturists in Toronto two years ago, no objection had been made to that board, and when the question again came up at the Kingston exhibition the present system was sustained, and he believed a large majority of the people were in favor of it.

Mr. Cowan said the member for Frontenac could not have been at the Toronto convention, for there was not a single person at it who was not in favor of some change, and the mode proposed in this bill was first only by a majority of one. He did not know a single farmer in Upper Canada who had confidence in the board—not so much in the men as in the manner in which they were elected. It was considered an insult to the agricultural community, that they should be elected in such a way as to make it almost impossible to change them.

Mr. Macdougall said he had gone over all the bill proposed on the subject of agriculture and found that that the present law would have to be so changed that the powers of different bodies, even that of the bureau of agriculture would have to be so differently distributed, that he had to come to the conclusion that it would be very inconvenient, if not improper, to deal with the question when we would probably soon have a legislative body sitting for Upper Canada which would consider and decide what was best for that section, and to deal with it at any rate intelligently. He thought the board of agriculture might be permitted to hold office for another year without prejudice to any interest, especially as it had discharged its duties hitherto without complaint on the part of the public, and then the new system would come into operation and deal with the subject.

Mr. McGee said that understanding that Mr. Cowan's intention was to refer his bill to a special committee, he had no objection to its being read a second time.

The bill was then read a second time and referred to a committee consisting of Messrs. McGee, Macdougall, Dickson, McKellar, Dunsford, Stirton, Pope, Dunkin, Somerville, Perrault, White, Dorion (Arthabaska), Lajoie and Cowan.

Mr. Street moved the second reading of the bill to amend the act respecting the consolidated municipal loan fund, as to the distribution of money arising from clergy reserves. He explained that his intention was to repeal a clause which was inconsistent with the other provisions of the clergy reserve act, so that it should be plain that moneys accruing to municipalities in arrears to the municipal loan fund should on being held back by the Receiver General, be applied to their credit on their indebtedness and not be divided among other municipalities. The matter he said was one of great importance to suffering municipalities.

Mr. Sandfield Macdonald said it was a principle of the clergy reserve act that municipalities in default to the loan fund should forfeit all advantages arising from the distribution of the clergy reserves, and he could not agree that favors should be bestowed on these defaulting municipalities at the expense of other municipalities which had kept free of debt.

Mr. Morris supported the bill. He argued that it would be unjust that municipalities which had borrowed should be deprived of the benefit of sharing in the proceeds of the clergy reserves to the extent of their share being applied to diminish their indebtedness.

Mr. T. R. Ferguson opposed the bill, contending it would be unfair to municipalities which had not borrowed that they should lose what they got by a law now on the statute book, which they would do if this bill become law.

Mr. Street maintained that when a municipality paid five cents in the dollar it discharged its liability, and that therefore its share of the clergy reserve proceeds should be paid over to it.

Mr. A. Mackenzie said it was easy to understand the character of the bill when it was supported by members for counties owing $800,000 to the loan fund, and whose monies had been seized in the banks by the government for interest on the debt.

Mr. Morris said the seizure referred to was not on account of the indebtedness of the county of Lanark.

Mr. Mackenzie repeated that $16,000 of the monies of the county of Lanark had been seized in the bank at Perth by the government. The county of Lambton and other counties had paid the entire interest and two per cent sinking fund besides on monies they had borrowed, and when municipalities like Lanark, Chatham, &c., did not pay their indebtedness, it was clearly paid by the Province at large, and Lambton and other municipalities, not in default, had to pay their share. He considered the borrowing municipalities were still in default after paying the five cents in the dollar, and that they should be compelled to pay back what other municipalities had paid for them, during the last ten years, before participating in the clergy reserve funds.

Mr. Holton thought the measure ought not to be proceeded with in the absence of the Minister of Finance, to deal with the public aspects of the question.

Mr. A. Mackenzie, seconded by Mr. D. A. Macdonald, moved the six months' hoist.

Mr. John A. Macdonald thought the Bill had better be postponed.

Mr. Macdonald (Glengarry) thought the Bill should be withdrawn altogether. It was unfair for those municipalities that had gone into debt to wish the debt distributed over all the counties.

Mr. Mackenzie withdrew his motion, and the Bill was allowed to stand.

Mr. Irvine moved the second reading of the Bill to amend Cap. 11 Consolidated Statutes of Lower Canada. At present the law requires persons publishing newspapers to register their names and addresses at the office of the clerk of the peace, and that that registration should appear on the face of the paper. But recently many scurrilous prints had been issued without the names of the publishers, and it was difficult to get at the parties. This Bill would render persons selling such papers publicly liable to fine and imprisonment.

Mr. McConkey moved the second reading of the Bill to amend the law respecting indemnity to members. He had felt before he had the honour of a seat in this House that the indemnity was too large. He had brought the bill in last session, but it, with others, was written off. He was therefore determined to bring it in this session at the earliest day. He wished the matter to go to a select committee. He did not intend the Bill to apply this session, but were members in the local legislatures to be paid as now?

Mr. Wood thought the indemnity small enough. It was a loss to every member to come here. It was gratuitous for the member to enact for future houses. He pocketed himself what he would not allow others.

Mr. Hope Mackenzie opposed the Bill. He thought if it was a question of indemnity at all, the amount received was not too large, and if any change were demanded, it should be to do away with all payment whatever.

Dr. Parker did not think there was any complaint in the country against the indemnity, and believing it to be just, he could not support the Bill.

Mr. Thos. Ferguson ridiculed Mr. McConkey for desiring to create capital in connection with this expenditure, while he voted without restriction for other appropriations, such as the Manitoulin Island and St. Albans' raid grants.

Mr. Holton would have no hesitation in voting against the second reading because he believed the indemnity was not too large. At the same time he could not approve of the system of allowing a bulk sum to be paid instead of a per diem allowance. He thought a change in the law should be made in this respect.

Mr. Rymal said it was evident the retrenchment system was lurking in the minds of some members of the House, and it reminded him of the fable of the egg of chalk which was placed in the nest to prevent it from spoiling. But it was quite evident now the member from Simcoe intended that the egg in question should be tested by pushing in his bill.

The second reading of the Bill was carried on a division—yeas 44; nays 43, the Government voting with the nays.

Mr. Powell said the Bill should be put through the other stage at once.

Mr. Dunkin said the third clause of the Bill provided for its application to the present session. He read that before he voted.

Atty. Gen. Macdonald said it must be put through at once, as moneys were being paid out by the Clerk of the House.

The bill was then read a second time, clause by clause. One clause provided for the reduction of the allowance to four dollars per day, and if the session exceeds thirty days to $400 for the session instead of $600.

Mr. McConkey moved the third reading of the Bill immediately.

Mr Rankin moved the six months' hoist.

Lost—Yeas 9; nays 78.

Mr. Sandfield Macdonald hoped the farce would not be carried any further. As the House had affirmed that $4 was enough, he voted for the reduction. Members who would attend to business should be properly paid.—It was a pity this had been brought about in a burlesque manner. Members wished to make capital out of it by recording a vote, and now they were caught in their trap.

Mr. Powell thought the whole thing humbug. Would not the mover of the Bill be down to draw his pay before the Governor sanctioned the Bill? (Laughter.)

Mr. Scoble said it was clear the votes had not been serious, but sham votes.

After further discussion, the motion put for referring the Bill back for amendment abolishing the indemnity was carried—Yeas 50, nays 37.

The House went into Committee, Mr. Street in the chair.

Mr. Rankin moved that the Committee do rise.

Great confusion ensued, and the motion being declared carried the Bill was then thrown out.

The following Bills were read a second time and referred to Committees:—

To amend sections 95 and 97 of the Municipal Institutions Act of Upper Canada.—Mr. Jones, South Leeds.

To make Reeves and Deputy Reeves eligible by the direct vote of the people in Upper Canada.—Mr. McKellar.

The House adjourned at a quarter to twelve.

THE SHIP-OWNERS' CONVENTION.

Bath, C.W., 14th Feb., 1866.

[To the Editor of the British Whig.]

Dear Sir,—

I send you by bearer a copy of the Detroit Tribune, containing a full report of the Convention of Ship-owners of the Northern Lakes, held at that city, and which Mr. P. R. Henderson and myself attended as Delegates from Kingston. The Convention lasted for three days, and was the largest and most important one ever held on the same subject, the members present representing property valued at over ($300,000,000) three hundred millions of dollars! You will perceive that the Ship-owners have resolved themselves into an Association called the "Ship-Owners' Association of the Northern Lakes," with a Head Office, to be established at Buffalo, and composed of delegates from each port, to form an executive Committee to carry on the business of the association. You will perceive that we have secured a position for Kingston above that of any other City in Canada, and equal to all the large Cities in the States, with the exception of Chicago and Buffalo, who appoint one more delegate each on the executive Committee than Kingston does. Our appointed delegates are Capt. Robert Gaskin and P. R. Henderson, Esq.

I am,

Dear Sir,

Yours very truly,

John D. Noble.

RESOLUTIONS PASSED.

That this association be known as the Shipowners' Association of the Northern Lakes, and that an Executive Committee be appointed by this Convention, and that each delegation represented in the convention designate persons to be appointed on such committee who shall hold their office for one year, or until their successors are appointed, to consist of ship-owners residing at the ports of Oswego, 2; Buffalo, 3; Cleveland, 2; Detroit, 2; Chicago, 3; Milwaukie, 2; Kingston, C. W., 2; and one at each of the other Lake ports represented or may be hereafter represented in this Association, and whose duties it shall be to procure and keep a record of all steam and sail vessels belonging to members of this Association; also to appoint a President and Vice President, Secretary and Treasurer, further to carry out the resolutions of this Convention, and they are hereby authorized to assess and collect a tax upon the tonnage of each vessel or steam craft, not exceeding two cents per ton for the for the current year; also the power to convene this Convention, if it should become necessary, during the season of 1865. A majority of the Executive Committee shall be necessary for the transaction of business. The office of the Executive Committee shall be located in Buffalo.

That all cargoes shall be delivered to the vessel or on the rail of the vessel as hereinafter mentioned, viz: All cargoes of lumber, lath, shingles, salt, ties, wood, posts, telegraph poles, knees and ship plank, bark, bricks, shingles, hoop and pail bolts, water-lime and all rolling freights to be delivered on the rail of the vessel, wholly at the expense of the shipper.

All cargoes of salt, lumber, shingles, timber or cargoes of like nature, including coal cargoes where there is not sufficient water to carry full cargoes over the bars and it becomes necessary to complete cargoes outside of the bar, the balance required to complete such cargoes shall be delivered by the shipper on the rail of the vessel free of expense to said vessel.

All cargoes of grain, coal, iron ore, pig iron, staves, stone, marble, railroad iron and car wheels to be delivered in the hold of vessels and the stowing and trimming only at the expense of the vessel.

All timber and spiles in rafts and otherwise shall be delivered along side of vessels.

All orders for cargo should read 'Cargo to be delivered (except timber and spiles) on board or on the rail free of expense to the vessel.'

Resolved—That in discharging cargo all grain cargo to be unloaded in the customary manner of 1864.

Coal, iron ores, sand, stone and other cargoes of the same nature to be delivered on a platform or runway at the hatches of the vessel.

Timber and spiles when transported by regular timber carrying vessels, the consignees or owners of said timber and spiles will furnish all facilities and labor for unloading said cargoes, the vessel furnishing only her usual crew in assisting on board the vessel. Cargoes of lumber, staves, posts, shingles, shingle bolts, telegraph poles, railroad ties, ship plank and ship knees, lath, salt, waterlime, bricks, bark, etc., to be discharged over the rail or on platforms or skids. Railroad iron, shafting, car wheels and light timber at the rail of vessels.

That the rule for contracting the rate of demurrage per day shall be not less than twice the ordinary average expenses of the vessel per day for the same trip. That the rule for claiming demurrage when no contract for same is made beforehand be as follows:

The gross earnings for the round trip less than extraordinary expenses for towage, handling cargoes, commissions, etc., divided by the number of days consumed on said trip, less the number of days for which said demurrage is claimed and the quotient to be the amount of demurrage to claim per day. In computing said gross earnings the amount of freight that should be paid on cargo contracted to the vessel but for any reason not the fault of the vessel, not delivered to or received by the vessel, shall be counted as earnings. In deducting the said extraordinary expenses from the gross earnings the cost of any accident subject to be protested against shall not be deducted, nor shall the time the vessel is detained by such accident be counted in the foregoing rule for claiming demurrage.

That we protest against paying the shortage on grain in cases where the cargo is all delivered in as good condition as received, and that we will in all cases deliver all we receive on board, claiming freight only on the same, and that in case of refusal of the consignee or consignees to pay freight as above, we will test the question by due course of law, the expenses of such litigation to be paid by this association.

That all tow bills exceeding one, after the arrival of the vessel, in any lake port, shall be at the expense of the cargo or consignee, and that the same rule be applied to shippers; but at Chicago, all towing on inward bound cargoes from Franklin street to a place of discharge shall be at the expense of the cargo or consignee. But if said cargo shall be discharged at any point above Twelfth street on the south branch, or Chicago avenue on the north branch of the Chicago River, the consignee or consignees shall pay for towing the vessel from the place of discharge back to Twelfth street on the south branch, and back to Chicago avenue on the north branch.

That we regard the system heretofore practised by the consignees of giving checks for the settlement of bills of lading, on which currency could not be obtained without a share of three-eighths and one-half per cent. is onerous in the extreme, and that it should no longer be submitted to, on the other hand we will demand such currency as we are compelled to pay in liquidation of our vessel expenses, and that we receive nothing but United States legal tender or national currency in payment of freights.

That the rule for receiving and discharging cargoes shall be as follows: In order that there shall be no misunderstanding in regard to the time of the detention of vessels, all orders shall read as follows: "Vessels to be loaded with the following dispatch—time to commence five hours from the time the vessel reports ready to load." (This rule shall not apply to vessels loading off the shore.)

On lumber. Not less than 75,000 feet of lumber shall be delivered on the rail of vessels by shippers per day, and not less than 100,000 feet of lumber shall be received by consignee per day of working time. Staves to be delivered by shipper and received by the consignee not less than 35,000 per day working time, West India pipes the standard.

Coal to be delivered in the hold of the vessel at the rate of not less than 200 tons per day, and discharge the same at the rate of not less than 150 tons per day.

Iron ore to be received and discharged at the rate of not less than 200 tons per day.

Salt to be received and delivered at the rate of not less than 1,500 barrels per day.

Bag or bulk salt, pig and railroad iron to be received and delivered at the rate of not less than 150 tons per day.

Wood to be delivered at the rate of not less than 100 cords per day from piers or docks.

That all property hitherto carried in gross tons and thousands, is an erroneous system and should no longer be tolerated, and that we recommend the abolishment of the system, and carry 2,000 pounds to the ton and 1,000 staves in number only per thousand.

That all stamps be furnished by the agent or owner of cargo free of charge to the vessel, and if the captain or owner of any vessel advances the price of any such stamp, the amount so advanced shall be inserted in the bill of lading, and be collected from the consignee in addition thereto.

The system of graduating the wages of mates and stewards by those of seamen is offering inducements to those officers to use their influence to advance the wages of seamen; therefore

That this Convention recommend to ship-owners to instruct their captains or masters to hire their mates and stewards at a rate of wages not graduated by the wages of seamen.

That we would recommend all masters to carry as many ordinary seamen or apprentices as practicable, in order that we may increase the number of seamen on the lakes, and would suggest to our masters to ship such ordinary seamen for the season at a specified price per month or by the season.

That this Convention memorialize the Canadian Government to erect a light-house on a sunken rock situated off Little's Point in Lake Erie, which is at present a great source of danger to all vessels passing up and down the lakes.

That the ¾ per cent monthly tax upon the gross earnings of vessels is burthensome and and ought to be repealed or so amended that we can collect the same back from the cargoes, and that each delegate to this Convention be requested to use his influence to procure such repeal or amendment.

That in the matter of regulating the price of freights, the committee would recommend that the whole matter be left to the Standing Committee, with instructions to ascertain the opinion of the ship owners of the Lakes and report at the next meeting of the Association.

That all consignees of lumber be allowed six working hours from the time vessels are reported ready to discharge, and all other consignees nine working hours before demurrage shall be exacted by the vessels.

That the President of this Convention appoint an Executive Committee of one delegate each from Chicago, Milwaukee, Detroit, Cleveland, Buffalo and Oswego, whose duty it shall be to urge the co-operation in the different localities which they represent, in memorializing Congress for the abolishment of the two and a-half per cent internal revenue tax on gross receipts, and that said memorial be forwarded by them to the Senators and members of the House of Representatives of their respective States; and further, that a memorial emanating from this Convention, signed by the officers and delegates composing it, be forwarded by the President of this body to the Senator from Michigan before the final adjournment.

That in case a vacancy occurs in the Executive Committee, by reason of resignation or otherwise, the delegates of the Convention in the locality where such vacancy occurs, be requested to call a meeting of vessel owners in that locality for the election of a member to fill such vacancy.

That the local committees here appointed be instructed to ascertain and report to the central committee at as early a day as possible, all vessel owners in their respective districts who are willing to come into and abide by the resolutions adopted by this Convention.

That we memorialize Congress that all sail vessels navigating the Northwestern lakes and rivers shall show a white light while running before the wind or abaft the beam, in addition to red and green lights, also carrying only a white light while towing in the river or lake.

UNITED STATES ITEMS.

Shocking Outrage in Michigan.—We have the full details of the arrest and confession of David F. Bevins, who murdered his parents and wife in the town of Woodstock, Lenawee County, on Tuesday night, January 31st.

Bevins was arrested at Grafton, Ohio, on Thursday, brought back to Adrian and lodged in jail. He frankly confesses the crime and says he did it to get rid of his family relatives so as to marry a girl at Grafton, of whom he had become enamored. He had been living at Grafton lately, and left there on last Monday for the express purpose of committing the deed. He went to Hudson, hired a horse and buggy, and proceeded across the country to his father's residence, some 12 miles distant. His father was absent at an uncle's, but was sent for and came home; watching his opportunity the murderer shot his father through the head and followed this up by shooting his mother. His young wife, who expected shortly to give birth to a child, sprang to his side and by the most endearing entreaties pleaded that he would do her no harm. He stated that he embraced and kissed her, and that she kissed him, when he thinks that he shot her twice. He quickly set fire to the house, expecting to hide all traces of the horrid work and immediately returned to Hudson in time to take the early morning train east on Wednesday.

A buffalo-robe was found in the shed where he had hitched the horse and buggy, which he lost in the darkness and hurry of getting away, which was taken to Hudson and identified by the livery stable keeper, who described the prisoner so accurately that he was at once recognized by some of the neighbors, who knew of his living at Grafton. He was accordingly pursued and arrested here.

He thought that by leaving Grafton in the night, perpetrating the deed in the night, destroying all traces of crime in the night, he would not be missed and could not be traced. The accidental loss of the buffalo robe furnished the clue that foiled all his plans.

The age of the murdered father was 57, the mother 51, the young wife 20. They were highly respected in the community in which they lived.—Detroit Tribune.

The Opera Affair.—A great sensation was created at the Opera House, in New York lately by the appearance of two persons in the parquette, who were, by common consent, recognized as the very incarnation, par excellence, of shoddy and petroleum. The lady's head dress was all ablaze with gold and precious stones. The diamonds alone are estimated at $40,000, while the other valuables on opera cloak, &c., could not be worth much less than $20,000 more. Her male companion likewise was a spectacle for gods and men. His magnificent white satin vest had a small row of buttons and in every button was a sparkling diamond. Cravat and wristbands were likewise set off with gems of the richest and rarest description. Nobody seemed to know who they were. They sat so near the orchestra that the Big Fiddle and the Little Fiddle were at times quite distracted. Harmony was lost in amazement. Their majesties, as if to attract all the more attention, left the Academy at the end of the fourth act, taking care to make almost the entire circuit of the parquette before shaking its dust from the soles of their feet.

NEWS OF THE DAY.

THE TROTTING MATCH.

(To the Editor of the British Whig.)

Sir,—In your account of the races of Thursday, you state that "Clip the Heather" came in by about three lengths, but the heat was ruled against her, as she galloped a part of the course.

In the first place, she did not gallop, and only broke; first at starting and lost about three rods by so doing; she then trotted about twenty rods and broke again, by which she lost another rod; she then trotted off and overtook Sultan, and when alongside of him she made a skip and by so doing lost about a length. This all occurred before the first half mile was trotted and then the mare trotted home and won easily. Then the judges had no right to rule against "Clip the Heather," as will be seen by the following rule, as laid down in regulations of the Union Course, Long Island.

"15. Horses Breaking.—Should any horse break from his trot or pace, it shall be the duty of the rider or driver to pull his horse to a trot or pace immediately, and in case of the rider or driver refusing to do so, the penalty shall be, that the next best horse shall have the heat; if the rider and driver should comply with the above, and he should gain by such break, twice the distance so gained shall be taken away on the coming out; a horse breaking on the score shall not lose the heat by so doing."

Yours,

Isaac Hope.

Feb. 17th.

(To the Editor of the British Whig.)

Dear Sir,—

Last evening I was engaged in reading aloud from the British American newspaper, an account of the Masquerade which took place in the City Hall last Tuesday. I read—"there was a ferocious Smuggler, very well got up; but why the sabre instead of the cutlass?" Hardly had the words escaped my lips when the old sword, which hung near me on the wall, rattled and shook in its scabbard; an anchor which stood out in bold relief upon the hilt shone with a fierce light, as if in burning irony, and as I gazed awe-struck upon the enraged weapon, a voice reached my ear like the distant roaring of the ocean; the utterance was so passionate that there was difficulty in catching the exact words; the expression "blundering land lubber," however, was certainly made use of. Not wishing to cross or trifle with his swordship in his then excited state, I assured him that these were exactly my sentiments, which seemed to have a soothing effect, as he presently resumed his usually quiet appearance upon the wall.

As far as my knowledge of Smugglers extends, their accoutrements are of a very mixed character, owing to a playful way they have of clothing and arming themselves at other people's expense. However, be that as it may, the "sabre" above referred to is a regulation sword, and was worn for many years by a Naval Officer in Her Majesty's service. Excuse me, Mr. Editor, for taking up your time about such a trifle, but really it almost assumes the form of a public duty, as there is no saying whose feelings this would-be critic may wound by his stupid remarks. Just fancy, for instance, the mortification that our gallant Mounted Police would suffer if this creature was to cry and persuade them that they had tomahawks or boomerangs by their sides instead of the trusty weapons they wear—not at all an unlikely thing to happen.

I am, &c.,

Smuggler.

Kingston, 17th Feb., 1865.

*** It is very foolish for 'A Smuggler' to take notice of anything said in "The British American," a newspaper that is dying out. Let it die quietly.

LATEST FROM THE SOUTH.

Philadelphia, Feb. 16.

A special despatch to the Evening Bulletin, dated Washington 16th, says:—Richmond papers of the 15th indicate that Sherman's advanced cavalry are actually as far north as Florence, the second important railroad junction on the borders of North Carolina. They announce all telegraphic and railroad communication with Charleston destroyed thus showing Sherman's left column must have struck the northeastern railroad running from Charleston to Florence.

New York, Feb. 16.

The World's correspondence shows that Howard's corps, in its advance, was obliged to press its way through forty miles of swamp of the most dismal character against Hardee's army, which they constantly pressed back by vigorous charges. These charges the chivalry could not stand, consequently the losses on either side were small. The whole country was found depopulated, excepting old helpless negroes who were on the verge of starvation. The first stand made by the rebels, was at Salkahatchie river, on the opposite side of which they showed themselves in force. Aided by a flank movement, our troops with fixed bayonets charged across the stream, five feet deep, in the face of a heavy fire, and wrested the position from the enemy, who fled in disorder towards Branchville, leaving their guns unspiked. We lost 150 in killed and wounded, among the latter Col. Swaine.

The destruction of the town of Gillisonville S.C., was done in retaliation for the murder of a colored Union soldier, formerly a slave.

The Herald's New Orleans correspondent says that 5,000 six and eight mule teams are engaged in hauling cotton from the interior of Texas to the Rio Grande, whence they return with supplies received across the river from Matamoras, consisting in part of war implements from England, and medical and other stores from northern cities.

Kirby Smith, it appears, devotes more attention to cotton speculation than to military matters; it pays better.

According to the Richmond Whig they have Tories in Alabama. A party recently made a raid on the town of Jasper, and burned the Court House, jail and several buildings.

The mansion in which John C. Calhoun was born and lived till near the time of his death, at Braddock's Point, S.C., recently accidentally took fire and burned to the ground.

Thornton's expedition had returned here with 50 prisoners and a quantity of live stock. The expedition penetrated south as far as Waubela River, with little opposition. Thompson's brigade was beyond the Waubela. Several steamers and immense quantities of rebel stores were destroyed. Two hundred prisoners were captured, most of whom were paroled. Scarcely a man was lost on our side, and only a few wounded.

IMPORTANT FROM PERU—CONCLUSION OF PEACE WITH SPAIN—LOSS OF A MAN-OF-WAR AND ONE HUNDRED MEN.

The steamer Ocean Queen, from Panama, Feb. 4, with $264,321 in California treasure.

The Panama Herald has intelligence from Chili of the loss of the British frigate Bombay. She left Mostivideo to practice outside, the point, and about 3 p. m. a fire broke out with such fury that in twenty-five minutes the crew was forced to abandon her. All the boats but one got