WESTERN MARINE INSURANCE COMPANY
OF TORONTO.
I. DOYLE & CO.,
Agents, St. Lawrence Wharf, Kingston.

Provincial Marine Insurance Company.
WILLIAM BOWEN,
Agent, St. Lawrence Wharf, Kingston.
June, 1855. 140

CONQUERING AND TO CONQUER.

If any fact more conclusive than another were necessary to prove the great benefits derived from the use of BOGLE'S CELEBRATED HYPERION FLUID, now hailed throughout the world as the great American Hair Tonic, it would be that of its rapid sale—quadrupled every year—and the immense number of certificates from all parts of the world, extolling its manifold virtues when everything else had failed. There is no malady which effects the Hair but this can cure. Is your Hair thin, coarse, wiry, turning bald or grey, BOGLE'S HYPERION FLUID will restore it to its pristine beauty and luxuriance. It is the only article to cure scurf and dandruff, and is highly esteemed for headaches and colds in the head. On children's heads it lays the foundation of a good head of Hair, and at the lady's toilet it is indispensible. Price, 25, 50 and 75 cents per Bottle.

BOGLE'S ELECTRIC HAIR DYE is another wonder of the age. It has now been before the public for several years, and wherever introduced the sales have been beyond all precedent. Specimens have been sent to a number of exhibitions and wherever it has come into competition with other preparations for Dying its immense superiority has been acknowledged in every instance by awards of Silver Medals and Diplomas. It is a liquid easy of application, and turns Hair to a beautiful Brown or Black without staining the skin. In short the inventor asserts, and every person who have carfully used it will join in the statement, that this is the best Hair Dye in the world. It is now universally preferred in London and Paris. Price, 50 cents, 1.00 1.50.

BOGLE'S AMOLIENT SHAVING COMPOUND renders that usually unpleasant operation (Shaving) a decided luxury.

Bogle's Bubeions, or Bloom of Cytheria removes Freckles or Tan from the face in the shortest possible time, and is acknowledge to the very best article for beautifying the complexion.

To be had Wholesale and Retail of W. BOGLE, 277 Washington Street, Boston; and may be had in this city, of Palmer & Co. and Barker & Co., Druggists.

In England, of R. HOVENDEN, Crown Street, Finsbury Square, and King Street, Regent Street, London; J. W. BOLEY, 60 Market Street, Manchester; and of Agents throughout the world. 181

IS WHAT REPUTATION IT IS HELD BY PUBLIC MEN,—Hon. Nath'l F. Williams, formerly Collector of the Port of Baltimore, Md., writes, "I have never, since autumn of 1834, (nineteen years,) been without the VEGETABLE PULMONARY BALSAM, having found it superior to all other preparations, for my constitution, in attacks of sore throat, hoarseness, colds and severe coughs, to which I have been subject from youth."—For sale in Kingston, by E. W. Palmer. 163

When Machon, the Greek Physician was slain, Homer said of him, 'a good Physician is worth as much as a whole army. Then a good medicine like Ayer's Cathartic Pills, is worth a great deal more, because it cures as well, works wider, and lasts longer. The fees of the best Physician's labor must be secret, while such a remedy is available to all—can be had by every body, and is worth having. 193

HOLLOWAY'S OINTMENT AND PILLS will cure any disease of the Skin of the longest standing.—William Frederick Anderson, of Parry Islands, suffered for a long time from eruptions on the skin, his face, arms, and legs, were covered with little pustules and sores of a scorbutic nature,—for the cure of this unsightly and painful disfigurement, he tried a variety of remedies, which failed to benefit him. At last he tried Holloway's Ointment and Pills, which very soon produced a favourable change, and by a few weeks' perseverance with these remedies, he was completely cured. This famous Ointment will cure ulcers and old wounds of twenty years standing. 193

We have frequently heard the celebrated German Bitters, said by Dr. C. M. Jackson, 120 Arch Street, Philadelphia, spoken of in terms of the highest commendation, and we honestly believe that it is one of the best medicines advertised for the complaints for which it is recommended. They are pleasant to the taste, and can be taken under any circumstances by the most delicate stomach. The press far and wide have united in commending this invaluable remedy for dyspepsia, debility, &c; and such are the healing effects of this panacea, that we hope it may be introduced to every family where dyspepsia has or is likely to have a victim. See advertisement. 193

DYSPEPSIA.—We call the attention of our readers to the following notice from the Buffalo Christian Advocate, of a late date: "Whoever has suffered from Headache, Giddiness, Nervousness, Low Spirits, Dimness of Vision with Motes, Specks or Webs before the Eyes, Itching of the Nostrils, Dullness of Hearing and Ringing or Drumming in the Ears, Bad Taste in the Mouth, Tightness or Weight about the Chest, Difficulty of Breathing, Sense of Suffocation in lying down or in ascending stairs, Palpitation or uneasy feeling about the Heart, irregular or deficient Appetite, Sense of Sinking at the Heart, Sinking at the Stomach, Acidity, Heartburn, pain or fullness in the Abdomen, or Costiveness, has experienced some of the symptoms of that dreadful disease so common in this country—Dyspepsia! We would call attention to the fact that Dr. McLINTOCK'S DYSPEPTIC ELIXIR is the only really scientific remedy ever introduced to the public for the certain and rapid cure of all the above symptoms and the entire eradication of Dyspepsia from the system. One bottle has to our knowledge cured a case of ten years standing, and it never fails to give relief."

The Daily British Whig.

"Optifer per Orbem Dicor."

FRIDAY MORNING, AUG. 17, 1855.

LETTERS AND TELEGRAPHS RECEIVED.

C. C., Chatham, 2; G. N. A., Portsmouth; T. D., Prescott.

The News by the Steamer.

THE SIEGE OF SEBASTOPOL.

It will be remembered that we received by the Baltic telegraphic advices from General Pelissier to the afternoon of July 25th. Nothing later had been received from Sebastopol, down to the time of the Lebanon's departurd, except the following unimportant intelligence which we find in the Moniteur of July 29:—

A despatch from the Crimea, dated July 27, 11 P. M., announces to the Minister of War that the Phlegethon had arrived at Kamiesch, bringing French prisoners, exchanged at Odessa against Russian prisoners, which this steamer had taken on board at Constantinople.

The exchange of prisoners of war is to be continued.

The French officers speak in high terms of the manner in which they were treated by the Russians.

The despatch concludes with these words—Nothing new has occurred before the place.

The London Gazette contains despatches from General Simpson, dated the 17th, with enclosures from Lieutenant-Colonel Campbell, of the 9th, and Colonel Shirley of the 88th foot.

Siege operations were steadily progressing. On the night of the 16th, the Russians made a sortie on the right of the French works in front of the Mamelon. The cannonade and fire of musketry were exceedingly heavy.

General Simpson regrets the loss of Captain R. A. Frazer, 42d Highlanders, killed in the trenches.

There has been an increase of fever cases, but marked decrease in both the frequency and severity of bowel affections.

Lieutenant-Colonel Campbell's first letter refers to his own personal services, and a second to those of a party of the 55th, in the Quarries, on the night of the 7th of June.—He shows that he not only commanded the storming party, but, having been twice wounded, he retained the sole command in the Quarries during the whole night, until relieved at 7 A. M., on the 8th, and respecting which affair there appears to have been some omission in the late Lord Raglan's despatch.

General Simpson writes, with regard to Lieut-Colonel Campbell's own services. He finds, upon inquiry, that the charge of holding the Quarries was confined to that officer after he had led the assault, and was a separate command from that of Colonel Shirely, who acted as general of the day in the trenches of the right attack.

A private despatch, dated Konigsberg, the 30th July, announces that news received at St. Petersburg from the Crimea states that Prince Gortchakoff had published an order of the day, thanking the inhabitants of Bessarchia and New Russia for their patriotism, and, at the same time, announcing to them the arrival of the 7th and 15th divisions of the army from Bender-and Odessa.

Prince Gortchakoff's account of the general posture of affairs to the 10th ult., has been published at St. Petersburg. He observes that the besiegers are opening new trenches, raising the height and increasing the strength of the parapets of their batteries, and opening new embrasures; and that on the other hand his loss has been moderate, and that the sorties of the 7th and 8th were very successful.

Camp Before Sebastopol July 15.

To-day there has been heavy firing between the Malakoff and the advanced French batteries. Last night the Russians made a sortie from the Malakoff on the 16th of the line, who were at work. The affair took place about 10 o'clock and lasted nearly an hour, ending as usual in the Russians being repulsed and retreating to their works, after more or less delaying those of the French. The loss of the French is stated by them to be only two officers and 30 men hors de combat, but from the duration and magnitude of the struggle it would appear to be much greater. The French have pushed their works almost to the abattis of the Malakoff, and are so near that a man may throw a stone into the Russian position.

The abattis is described to be a truly formidable obstacle. It is formed of trunks of oak and beach from the woods of the Crimea, and is more than six feet in height. Attempts will no doubt be made to destroy it with shot and shell before making any fresh assault. The Russians may still be observed continually at work on this position, which is now the recognised key of Sebastopol. They have also been engaged lately in repairing the works of the Redan, which had suffered much from the continual fire of the English batteries. Last night a little sortie took place on the French left, but although the fire was heavy while it lasted, the affair was soon over. It is felt that nothing will be done on this part of the opposition, and that the real point of attack will be the Malakoff works, the capture of which will render the Redan untenable, and make the surrender of the South side of the place merely a question of a few weeks.

July 16.—Heavy firing last night and this morning. Never since the begining of the siege were both parties so thoroughly in earnest as at present. The exchange of shot and shell is almost incessant. The French, of course, can be supplied with these munitions of war to any extent, but to the means of their adversaries there must be, one would think, some limit. That there are foundries in Sebastopol the can be little doubt; some of the shot thrown at us is perfectly smooth and new, and seems just timed out; beside which it is impossible to believe that a great naval arsenal can be without the means of manufacturing its own munitions. Powder mills probably also exist; but in both these cases the question occurs as to where the materials for the manufacture is to come from. It seems more probably that an organized system of transport feeds Sebastopol with munitions as well as corn, and that during the Summer every endeavor has been and will be made to supply the garrison with sufficient resources to stand, during the Winter, when the roads of the Crimea will be less capable of bearing the transport of heavy articles.

July 17, 8 o'clock—Another sortie from the Malakoff last night during a pouring rain. It lasted about a quarter of an hour. Heavy firing all night. This morning the French are said to be advancing rapidly with their works. They talk of all being ready for another assault in about a fortnight.

THE BALTIC SEA.

A letter from Stockholm, published in the Cologne Gazette, says that "the blockade which the allied squadrons have established in the Baltic and in the Gulf of Bothina is so complete this year that the trade which was carried on in 1854 between Russia and Sweden to a considerable extent, is completely suppressed.—The presence of the allied fleets in these seas produce this other important effect, that it forces Russia to keep in the North three great corps d'armee, one of 90,000 men in the provinces South of St. Petersburg; the second in that city and in Cronstadt; and the third along the coasts of Finland."

The Invalide Russe of the 8th ult., says: Between July 3 and 15, vessels from the enemy's fleet continued to show themselves singly upon different points of the Baltic coasts, attacking defenceless cities, which possess neither troops nor fortifications. In this manner have Nystadt and Raumo been bombarded by vessels which approached under a flag of truce, and Lowisa suffered a violent cannonade, and became the prey of fire.

With these exceptions the Allies have limited themselves to making observations at all the fortified points occupied by our troops. Where they have attempted to employ open force they have met with a vigorous resistance. Thus, an attempt against Trangsund, near Wibourg, was repulsed on the 13th by a detachment of of our land troops, and a detachment of the Captain of the Roudazoff frigate, No. 2.

THE VERY LATEST.

The London News announces the arrival in that city of Gen. Count Zamoyski, a distinguished Pole, who came by special invitation of the government. It is supposed that this visit has some reference to the affairs of Poland, which just now are under discussion in the ministerial circles.

The dissatisfaction in the Italian States had become so prevalent that Austria had taken the alarm, and was about proposing measures of reconciliation, and it was announced at Vienna that the central congregations were about to be convoked in the Lombardo-Venite kingdom.

At Genoa, on the 24th of July, the authorities took possession of a female convent, and on the next day were to appropriate the monks.

Unfriendly relations exist between the Neapolitan and British Governments. The English Minister at Naples recently applied to the Minister of Foreign Affairs for permission to export grain to the Crimea, but although the country is glutted with that commodity in consequence of the non-exportation, the minister refused in insulting terms.

MARKETS.

Breadstuffs, little change since Friday, and the continued favorable weather for the crops has the effect of keeping the trade very dull. Corn in small demand. Sales at 36s. for mixed—38s for yellow. Market bare of white, and nominal at 41s.

Beef and Pork unchanged. Lard advanced; prime 55s.

Consols closed at 91 a 91¼.

Representation by Population.

The Brampton Banquet has had the effect of fixing public attention in Upper Canada on the undue influence exercised by the French Canadians of Lower Canada in the national Assembly, and the best mode of meeting that undue influence, and securing justice to Upper Canada. The Liberal press has spoken out firmly on the question, and no room is left for doubt as to the feelings of the great mass of the Reformers of Upper Canada upon it. We have already published extracts from the articles of several leading Reform papers, and we give to day a number of others from some of the ablest of our opposition journals. It is gratifying to observe that while the cry for a dissolution of the union meets little response, a resolute determination to obtain Representation by Population is all but unanimously expressed. The Reform party of Upper Canada has unmistakeably, so far as the public press is an index to its mind, accepted Representation by Population as its foremost measure; and sincerely do we trust that it will turn neither to the right nor to the left until justice for Upper Canada has been achieved. It is very obvious that if the Journalists who have unhesitatingly declared for it, will stick to their text, and let no minor object obscure it from the public eye, the day of victory will not be long postponed.

But how lamentably different is the tone of the Ministerial Press! Who once so indignant at "French Canadian domination" as the Conservative party of Upper Canada?—who so clamorous against the grasping encroachments of the Priests of Lower Canada?—who so loud in their demand for representation by population! Who indeed, but the U. C. Conservatives! But all is now changed. The Conservatives are in power; they hold office by favour of the Priest party of Lower Canada; they have bowed their pliant necks to French domination—passed under the yoke—and all their songs are now in praise of their French masters, and the glorious system of injustice under which they hold their seats and rule the country. Only fancy the depth of humiliation. Because half-a-dozen Conservatives—no,—because four Conservatives and two treacherous Reformers hold offices in the Government and desire to retain them, all the Conservative electors of Upper Canada are to eat up their every profession in the past, and consent that the Frenchmen shall have the same influence upon the Government of their country as seven of themselves! The Spectator boldly recommends this base submission—the Pilot echoes it from Montreal—the Postmaster-General's organ, the Dundas Warder, endorses the arguments of the Pilot—the Stratford Examiner unblushingly retails it all—and, with two exceptions, all the other Government papers in Upper Canada are mute as mice upon the theme. The proposition is, that 1,300,000 people in Upper Canada, contributing three-fourths of the whole Provincial Revenue, shall have no more influence in the Legislature than 1,000,000 of people in Lower Canada, who pay but one-fourth of the taxation. And to this the people of Upper Canada are urged basely to consent—for the grand consideration that Sir Allan McNab, John A. Macdonald, Wm. Cayley, John Ross, Robert Spence, and Henry Smith may continue to draw their salaries a little longer! The opposition are not demanding that Lower Canada be placed in an unequal position—that her small contribution to the revenue shall tell against her—that she shall be placed in any shape in an inferior position; all we ask is that Upper Canada shall not be held in a degrading position of inferiority to Lower Canada—but shall stand on an equal level with her, man for man. And this Upper Canada journalists denounce! If anything was needed to open the public eye to the utterly unprincipled character and tendency of the present coalition, surely this will do it.—[Globe.

Canada Railways.

In my *Prying* investigations into the trade, commerce, steamboats, railways, and municipal investigations of the Canadas, the object in view is faithfully to represent to the readers of the International the present condition, rapid progress, and future prospects of that fine country. In no department is the march of improvement more remarkable than in the construction and successful working of her railways. With the completion of the Grand Trunk Line, now in a very advanced condition, her railway connections will be thorough and complete, leaving little more to be added than the occasional opening of an auxiliary to the main lines, as the local business of the different sections may require.

As an enumeration of the different railways completed and in progress through the Canadas will be read with interest on both sides of the Atlantic, I shall briefly refer to each separately, and having travelled over every road yet opened, and made my notes personally, on reliable information from parties connected with the several lines, the facts given, though brief, may be relied upon. We have then, as the first in importance,

THE GRAND TRUNK RAILWAY.

This road the longest under one corporation in America, has its Western terminus at Port Sarnia, Canada West, a small town with a population of 1,100, at the foot of Lake Huron and head of the River St. Claire. It will eventually have other connections, by branches, to different points on the Lake, though the present contract on the road authorises its completion to Sarnia only, whence steamers to all sections of the Lakes, &c., to the West, will afford easy access into the interior of the great Western County. From Sarnia the road passes down to Stratford, where it is intersected by the Buffalo, Brantford, and Goderich Railway. It continues down through Hamburgh, Berlin, Guelph, and Georgetown, to Toronto, 170 miles, 100 of which from Toronto to Stratford are to be completed, per contract, this season. From Toronto it passes along through the towns on the North side of Lake Ontario to Kingston, thence through the towns along the St. Lawrence, to Montreal 343 miles. From Montreal the Grand Trunk continues on through St. Hyacinthe, Sherbrooke and other Canadian towns into the North eastern section of Vermont, New Hampshire, and Maine, planting its eastern terminus in the city of Portland, Me., whence a line of steamers connect to European ports. The Quebec branch of the road connects at Richmond, Canada East, with the main line; and from Quebec, during the summer Season, there is a line of steamers running to Europe, in connection with the road. It is said that the mammoth steamer of 600 feet in length and 25,000 tons, now building near London, will make her first trip either to Quebec or Portland, with passengers for the Canadas. Trains ply daily between Portland and Montreal, Portland and Quebec, and Quebec and Montreal. The section of railway between Montreal and Toronto is all under contract and in a forward state of completion, while on some parts of it trains are now running.

MONTREAL AND LACHINE RAILWAY.

Very large steamers running down the St. Lawrence do not venture over the rapids just above Montreal, but stop at Lachine, a few miles above the city. The railway between this and the city conveys the passengers and freight, between the City and the boats. This railway is also the first section of one of the international roads from Montreal to New York and other cities of the States. After going up on the cars from Montreal, the passengers for the States cross the St. Lawrence in the steam ferry-boat at Lachine, Caughnawaga, an Indian town, is on the opposite side of the river, and there too are the cars for Plattsburgh, on Lake Champlain. At Plattsburgh steamers take the passengers and run over the lake to Burlington and connect with the "Vermont Central" and the "Rutland and Burlington" railways to Boston and New York; or passengers may continue by Steamboat up the Lake to Whitehall, or into Lake George, and thence by rail continue on to New York or Boston.

MONTREAL AND ROUSE'S POINT RAILWAY.

The rail from Rouse's Point to the river St. Lawrence, opposite Montreal, forms the international link between Montreal & the "Vermont Central" and other American roads. The traveller starting from Montreal, crosses the St. Lawrence in a steam ferry-boat, takes the train, and after travelling some 42 miles arrives at Rouse's Point, on Lake Champlain. Here he can proceed on by rail or by steamers to Burlington and thence also by rail or steamboat as indicated in the remarks above.—The scenery on Lake Champlain is delightful and that on Lake George is not surpassed in America.

THE OTTAWA AND PRESCOTT RAILWAY.

This road, 52 miles in length, connects Ogdensburgh, N. Y., with the Ottawa River. The termini are at Prescott, opposite Ogdensburgh on the St. Lawrence, and the city of Ottawa, on the river of that name. It opens up an important international route over the St. Lawrence, and by the aid of large steam ferry boats built for that purpose at Wilmington, North Carolina, the freight and passenger trains which start for Boston will continue without the necessity of a change of cars, on to the city of Ottawa, in the interior of Canada. The superintendent of the Rail, Mr Hough, has his office in Prescott; Mr Bell, the managing director, resides in the city of Ottawa. This road is under excellent management, and is doing a good business.

THE BROCKVILLE AND OTTAWA RAILWAY.

This railway is not yet completed. It was contracted for and considerable progress was made in the work, by Mr. Sykes, who was lost in the Arctic, and a temporary cessation of work has taken place. The road will, however, soon be pushed through. It is 60 miles in length, leading from Brockville, through to the junction of the Madawaska river with the Ottawa. It will open up at an outlet for the vast treasures of the Upper Ottawa, and be of vast importance to the counties of Leeds, Lanark, & Renfrew, through which it passes, as well as to the extensive country in the valley of the Ottawa. Brockville, the Southern terminus of this railway, is a fine town on the St. Lawrence, about 12 miles above Prescott, and fifty miles below Kingston.

THE COBURG AND PETERBOROUGH RAILWAY.

A new road leading from the large and prosperous town of Coburg on Lake Ontario up 26 miles northwardly into Canada, to the flourishing town of Peterborough. This railway passes Rice Lake, on a bridge 2 and 3 4 miles in length—the longest railway bridge, probably, in America. The road is doing a good business, is under excellent management, and is highly conducive to the growth of the commerce of that section of Canada.—Steamboats of large size and elegant apartments ply regularly between Coburg and Rochester, N. Y. The route is a pleasant one for a Summer excursion, and the fishing on Rice Lake is always good.—Parties of Americans are wont to resort thither and ruralise.

THE PORT HOPE AND LINDSAY RAILWAY.

This road, now nearly completed to Lindsay, will be continued on to the town of Beaverton, on Lake Simcoe, forming an important connection via Simcoe Lake, with Georgian Bay, Lake Huron, and the West. Port Hope is a fine town of large size, on Lake Ontario, seven miles above Coburg. Lindsay lies north of the town and the railway makes an important opening for all the northern produce and trade between Lakes Ontario and Simcoe. Port Hope is connected, by daily steamboats, with Rochester, and all the principal cities and towns on both sides of the St. Lawrence and the Lakes.

BUFFALO BRANTFORD AND GODERICH RAILWAY.

This important connection has its eastern terminus at Buffalo. It is completed to Paris, where it connects with the Great Western Railway, and is in a forward state of completion to Stratford where it intersects the Grand Trunk and passes on to Goderich on Lake Huron. The distance from Buffalo to Paris is 80 miles, whole distance from Buffalo to Goderich, 158 miles. This, as a reference to its geographical position indicates, will be one of the most important routes between the Eastern and western markets, and its early completion is looked for with interest. Owing to the stringency of the money market, some delay has occurred, but it will not be prolonged. The road is in excellent running order from Buffalo to Paris.

ERIE AND ONTARIO RAILWAY.

This is a new railway from Queenston, opposite Lewiston, on the Niagara River up past the Falls, and on to Chippawa. At Queenston a connection is formed with the steamers Peerless and Zimmerman to Toronto, and with other lines to all parts of the Lake. At Chippewa, the new and beautiful steamer Clifton, forms a connection to Buffalo. Visitors to the Falls will find this a most interesting route. The sail down the river from Buffalo is delightful, and the ride over the railway, along the river side to the Clifton House, and thence to Queenston is equally pleasant. The train stops at the Clifton House, and at the Suspension Bridge, where it connects with the Great Western. This route from Buffalo to Toronto is certainly one of great attraction and thrilling interest; and no admirer of Nature's greatest works, on this little globe, can pass down in the Clifton from Buffalo to Chippewa, and thence by the train to Queenston, without enjoying a vast amount of pleasurable emotion.

WOODSTOCK AND PORT DOVER RAILWAY.

This railway, 40 miles in length, is destined to connect the growing town of Woodstock with Lake Erie. It is in progress. At Woodstock it will connect with the Great Western.

LONDON AND PORT STANLEY RAILWAY.

A track, nearly completed from London to Port Stanley, on Lake Erie, distance 28 miles.

These are the leading railways through Canada, and embrace 1000 miles in operation, with another 1000 under contract and in an advanced state of progress. Others are contemplated, and in some instances commenced; but, brevity forbids enumeration. This feature in the progress of Canada, has produced the most astonishing effects on the face of the country. The very people themselves have become changed. Instead of the slow and easy John Bull mode of procedure; the merchant the mechanic, and the farmer screw up their energies to railroad speed. The old stage Coach which conveyed passengers at a small pace and without regularity as to time, has been laid aside. Railway station houses are now planted in almost every town and village, and the regularity of railroad time, by which traders and travellers have to govern themselves, has produced a system of punctuality, despatch and regularity of a most marked character.

ONTARIO SIMCOE AND HURON RAILWAY.

This railway is 94 miles in lenghth and it forms a very important connection between Lakes Ontario and Huron. Its eastern terminus is at Toronto; western at Collingwood a line of large steamers run to all ports on Lake Michigan, up to Green Bay, and to the Bruce mines, and connect with steamers at the "Soo," for all ports on Lake Superior.

On Lake Ontario, the line of steamers in connection with this road ply daily between Toronto and Oswego, and thus forming altogether, the most attractive route for a western tour, that can be selected. In a commercial point of view, this line of international communication, speaks highly for Canadian enterprise, while it affords a most important outlet for American commerce.—The line is under the able management of liberal directors, and an experienced superintendant, whose office is in Toronto.

THE TORONTO AND HAMILTON RAILWAY.

This road is not yet, will soon be completed and in running order. The distance by the railway, between Toronto and Hamilton is 40 miles. The travel now is by steamers, but in winter and during the autumn and early spring month, railway travel will be preferred, and the road, in view of the rapid growth of those cities, and great intercourse between them becomes indispensible.

THE GREAT WESTERN RAILWAY.

This road was opened in January 1854, and its success has been equal to its capacity, and a second tract is under contract to be laid down immediately. The road extends from the Falls of Niagara over the Suspension Bridge through St. Catherines, Hamilton, Dundas, Paris, Woodstock, Ingersoll, London and Chatham, to Windsor opposite the City of Detroit—a distance of 229 miles. Connections are formed at both ends, with railways and steamers to all parts of the United States, East and West. The energetic superintendant of this road, the President and a number of the Directors reside in Hamilton.

Great Western Branch Railway. Near Paris a branch leads off to Galt, 14 miles, and is doing a good business. It will soon be opened, on to Guelph, 14 miles farther, while the charter is granted and the road will ere long be pushed through to Owen Sound. Other Branches are about to be opened, one of which is from Hamilton to Port Dover on Lake Erie.

Notice of a New Book.

MY BONDAGE AND MY FREEDOM. By Frederick Douglas. Miller, Orton and Mulligan, New York and Auburn. Large 12mo. pp. 466. $1.

What time has the Editor of a Daily Paper to read, and much less, what time has he to review? And yet he has to do both; for the only favors he receives which never cease or become less are the favors from the Publishers and Booksellers. The work before us is a book that has interested us greatly and must interest every other person who takes it up for the first time. It is the autobiography of a runaway slave who has since made himself notorious, if not celebrated, both in Europe and America. Frederick Douglass is no common man. Like Toussaint L'Overture, King Christophe, or the Parisian Dumas, tho' a negro (or rather a mulatto,) he is still a great man. As a public lecturer he has no superiors; as a public writer, he has few equals. A bold free energetic style, void of cant or isms, it pleases so much, that in our individual case, we read his book through ere we laid it down. Mr. Douglass tells his own story plainly and well. Reared from childhood as a slave in Maryland, he ran away when he became a man, and after educating himself in New England he became a Lecturer on Slavery and visited England, where some kind friends gave him the means to purchase his freedom, and he returned to America, and in the City of Rochester, started a newspaper which he still contains to edit and publish. As a matter of course he paints the blackest side of slavery, though from his own account he has not personally experienced many of its horrors. There is an air of great truth in all he tells, and as he gives names, dates and places, it becomes an easy task to detect exaggeration. His book, like "Uncle Tom's Cabin" will have a great sale and be popular in the British Islands, for the picture it gives of domestic slavery, though not new, is yet sufficiently piquant to excite attention and beget curiosity. It is but little spice we have to spare for extracts, still we shall give a few, as a sample of what the book contains. Speaking of his own Overseer (page 122) he says:—

"All the coolness, savage barbarity and freedom from moral restraint, which are necessary in the character of a pirate-chief, centered, I think, in this man Gore. Among many other deeds of shocking cruelty which he perpetrated, while I was at Mr. Lloyd's, was the murder of a young colored man, named Denby. He was sometimes called Bill Denby, or Denby; (I write from sound, and the sounds on Lloyd's plantation are not very certain.) I knew him well. He was a powerful young man, full of animal spirits, and, so far as I know, he was among the most valuable of Colonel Lloyd's slaves. In something—I know not what—he offended this Mr. Austin Gore, and, in accordance with the custom of the latter, he undertook to flog him. He gave Denby but few stripes; the latter broke away from him and plunged into the creek, and, standing there to the depth of his neck in water, he refused to come out at the order of the Overseer; whereupon, for this refusal, Gore shot him dead! It is said that Gore gave Denby three calls, telling him that if he did not obey the last call, he would shoot him. When the third call was given, Denby stood his ground firmly; and thus raised the question, in the minds of the by-standing slaves—"will he dare to shoot?" Mr. Gore, without further parley, and without making any further effort to induce Denby to come out of the water, raised his gun deliberately to his face, took deadly aim at his standing victim, and, in an instant, poor Denby was numbered with the dead. His mangled body sank out of sight, and only his warm, red blood marked the place where he had stood."

Again (page 125) Mr. Douglass paints the domestic morals of the Marylanders:

"As an evidence of the reckless disregard of human life—where the life is that of a slave—I may state the notorious fact, that the wife of Mr. Giles Hicks, who lived but a short distance from Colonel Lloyd's, with her own hands murdered my wife's cousin, a young girl between fifteen and 16 years of age—mutilating her person in a most shocking manner. The atrocious woman, in the paroxysm of her wrath, not content with murdering her victim, literally mangled her face, and broke her breast bone. Wild, however, and infuriated as she was, she took the precaution to cause the slave-girl to be buried; but the facts of the case coming abroad, very speedily led to the disinterment of the remains of the murdered slave-girl. A coroner's jury was assembled, who decided that the girl had come to her death by severe beating. It was ascertained that the offense for which this girl was thus hurried out of the world, was this: she had been set that night, and several preceding nights, to mind Mrs. Hicks's baby, and having fallen into a sound sleep, the baby cried "waking Mrs. Hicks, but not the slave-girl.—Mrs. Hicks, becoming infuriated at the girl's tardiness, after calling her several times, jumped from her bed and seized a piece of fire-wood from the fire-place; and then, as she lay fast asleep, she deliberately pounded in her skull and breast-bone, and thus ended her life."

Though a Methodist, to show his liberality and detestation of cant and humbug, Mr. Douglass thus writes of the religious wits of the South:—

"I assert most hesitatingly, that the religion of the south—as I have observed it and proved it—is a mere covering for the most horrid crimes; the justifier of the most appalling barbarity; a sanctifier of the most hateful frauds; and a secure shelter, under which the darkest, foulest, grossest, and most infernal abominations fester and flourish. Were I again to be reduced to the condition of a slave, next to that calamity, I should regard the fact of being the slave of a religious slaveholder, the greatest that could befall me. For of all slaveholders with whom I have ever met, religious slaveholders are the worst. I have found them almost invariably, the vilest, meanest and basest of their class. Exceptions there may be, but this is true of religious slaveholders, as a class."

As a last extract we give the writer's views on the crime of theft. After having satisfactorily vindicated a slave's right to steal food from his master, when kept on too short commons, he goes a great deal farther, and thus argues on a slave's general right to steal from others besides his master:

"It was necessary that the right to steal from others should be established; and this could only rest upon a wider range of generalization than that which supposed the right to steal from my master. It was some time before I arrived at this clear right. The reader will get some idea of my train of reasoning, by a brief statement of the case. "I am," thought I, "not only the slave of Master Thomas, but I am the slave of society at large. Society at large, has bound itself, in form and in fact, to assist Master Thomas in robbing me of my rightful liberty, and of the just reward of my labor; therefore, whatever rights I have against Master Thomas, I have, equally, against those confederated with him in robbing me of liberty. As society has marked me out as privileged plunder, on the principle of self-preservation I am justified in plundering in turn. Since each slave belongs to all; all must, therefore, belong to each." I shall here make a profession of faith which may shock some, offend others, and be dissented from by all. It is this: Within the bounds of his just earnings, I hold that the slave is fully justified in helping himself to the gold and silver, and the best apparel of his master, or that of any other slaveholder; and that such taking is not stealing in any just sense of that word."

VICTORIA AND EUGENIE.—The following anecdote obtained currency in London soon after the arrival of the French Emperor and Empress at Windsor:

When the French party had retired to their apartments Empress Eugenie remarked that the Queen, making every allowance to the Guelph features, was not at all handsome, but Napoleon replied sternly: "She has seven children." At the same time Prince Albert expressed his admiration of Eugenie's beauty to the Queen; and Victoria turned proudly around, saying: She has no children!"

MORE PAPAL TROUBLE AT BUFFALO.—The Buffalo Commercial says that some difference of opinion has arisen between Bishop Timon and the parishioners of St. Peter's (French) church, in regard to the government of the same, and that an order was read on Sunday from the pulpit declaring that church closed for the present. So the determination to manage their own affairs spreads among the churches of the Roman denomination. We think it probable that Archbishop Hughes will yet see cause to regret having forced a controversy upon Mr. Brooks, having been thoroughly, even humiliatingly, defeated in the controversy itself, and now finding the independent spirit spreading which he sought to "crush out."

NEWS OF THE MORNING.

Kingston Market.

August 16th.

This day was brought before the Mayor, Mr. George Smith, of Clark's Mills, charged with having exposed for sale 30 or 40 separate pounds of Butter, all deficient in weight, from one to four ounces. Fined, and the Butter confiscated to the use of the poor. Served him right!

Pleasure Excursion to the Cape.

The Steamer Sir Charles Napier, Captain Creighton, makes another of her delightful Pleasure Excursions to Cape Vincent this Evening. Murdoch's Saxe Horn Band will be on Board. The Steamer will remain a couple of hours at the Cape to admit of Dancing; this being the case, those gifted with a pair of "intellectual legs," will have a "jolly" time of it, as Mark Tapley would say.

New York, August 15.

We learn that three more deaths from yellow fever have occurred on board the sloop-of-war Falmouth, lying at Quarantine. In consequence of this, the Health Officer has deemed it his duty to place the ship in strict quarantine. We do not suppose that these speradic cases of fever will alarm any one here or elsewhere. Since the time the disease was in this city years ago the marshes in and around the city have been filled up or drained off, thus taking away all aid the fever derives from the poisonous malaria arising from such places.

IMPORTS.

August 14th.

Per Steamer Europa, Ogdensburgh—85 dozen shovel handles, Fraser & George; 1 box books, D J Eyre.

August 15th.

Per Steamer Niagara, Ogdensburgh—1 pattern of shaft, J Bergen.

Per Schooner Forwarder, Oswego—130 tons coal, 1 lot machinery, Kingston Axle Company.

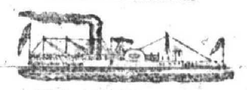
Per Steamer Napier, Cape Vincent—1 package, C Andrews; 2 boxes, W Lightfoot; 1 package, Scott & W; 1 barrel, 1 basket, S McNiel; 2 barrels, 1 basket fruit and vegetables, 2 boxes, A Sutherland; 1 can fluid, J Salmon.

Arrivals at the British American Hotel.

August 16th 1855.—G. E. Camp, Sackets Harbor; S. S. Bates, Cape Vincent; G. O. Bourn, Mr. and Mrs. John Fraser, John Jackson, Montreal; Donald Fraser, Mrs. Thompson, Picton; S. Beaudrye Lady, Montreal; Thos. Bacon Lady, Cornwall; Alfred Brasher, T. H. Hutton, Wm. Cook, Thomas Robinson, Edward Jessop, Miss. Stewart, J. M. Dillon, H. Gordon, Son R. Blakey, Mrs. Cash, J. S. Gilman, H. S. Wilkinson, J. W. G. Witney, Mrs. Witney, servant W. Ellis, Joseph Juley, Dr. Brouse, all form Prescott; R. Crawford, W. Gabrey, O. Gooding, Gananoque; S. W. Smith, Toronto, J. Crawford Montreal; D. Roblin, Napanee; James Sutton, C. P. Dickinson, Mrs. Marshal, Mrs. Bidwell, Mr. S. Bidwell, Juner New York.

ARRIVALS AT IRONS' HOTEL.

August 16th—W D Patterson, Clark Whittier and Lady, Consecon; L Rawson, Picton; K G Savery, Rome; N Robertson and Lady, Ottawa; Edward Tolin, Wellington; Mr Jacobs, Coburg; Jno Cameron, Belleville; Geo Bender, Coburg; Thos L Kelly, Farmersville; G H Smith, Brighton; Henry Williams and Lady, Oswego; O M Bond, Oswego; John Stevenson, Napanee.

EXCURSION
TO
Cape Vincent.
THE STEAMER

C. NAPIER!
CREIGHTON, MASTER,
WILL LEAVE KINGSTON
THIS EVENING,
at 5 o'clock, precisely, for CAPE VINCENT, with parties desirous of taking a PLEASURE TRIP to the CAPE.
TWO HOURS will be allowed at the CAPE for DANCING.
MURDOCH'S BAND
Will be in attendance.
Price of TICKETS 2s. 6d. to go and return.
Kingston, Friday, August 17, 1855.

Growing Crop of Oats & Pasture,
AGRICULTURAL SHOW GROUND,
(Near the Race Course.)
TO be Sold at Auction, on the Premises, at five o'clock in the Afternoon, on Monday, the 20th day of August next, all the Crop of Oats and Pasture now growing thereon, covering about 20 acres. The Ground to be occupied by the Purchaser until the 15th day of October next, and no longer.
TERMS:—Cash.
WILLIAM FERGUSON, ARCHIBALD McINTYRE, JAMES SPIKE, Esqrs., } Managing Committee.
THOMAS GLASSUP,
Secretary A. S. C. F.
R. JACKSON,
Auctioneer.
Agricultural Office.
Kingston, 15th August, 1855. 193

Important Auction Sale,
TO close balances of several Consignments and make room for large Fall supplies to arrive at the Stores of
HUGH FRASER,
ONTARIO STREET.
On WEDNESDAY, the 22d AUGUST, 1855, the Trade will have an opportunity of replenishing from a large Stock of fresh Teas, Tobaccos, Sugars, Molasses, Syrups, Coffees, Spices, Fish, Wines, Oils, Liquors, Fruits, and General Groceries of this Spring and Summer's Importations.
Terms—Liberal.
Sale at ONE